

AMERICAN

RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.



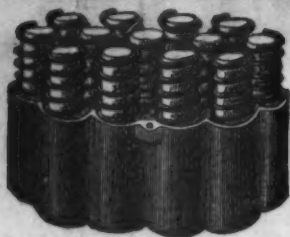
SATURDAY, OCTOBER 2, 1869.

Second Quarto Series, Vol. XXV., No. 40.—Whole No. 1746, Vol. XLII.

ESTABLISHED IN 1831.

New-York :

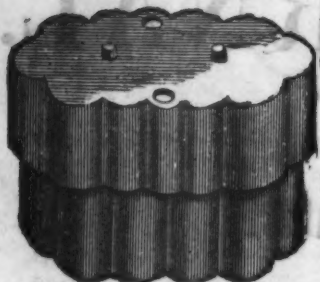
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SECOND QUARTO SERIES, VOL. XXV., No. 40.]

SATURDAY, OCTOBER 2, 1869.

[WHOLE No. 1,746, VOL. XLII.]

Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, October 2, 1869.

Nitrate Steel.

IMPORTANT RESULTS OF EXPERIMENTS.—HENDERSON'S IMPROVEMENT.

Among the most interesting matters presented to the British Association for the Advancement of Science, at its last meeting, was the report of Mr. Wm. Fairbairn respecting the qualities of Bessemer's and Heaton's steel. Bessemer's is by the pneumatic process, in which the decarbonization of the purest kinds of pig iron is effected by means of atmospheric air blown up in and among the metal; and Heaton's is the process of applying nitrates in the bottom of a ladle covered with a perforated iron plate; the gases and salts of the nitrates are acted upon by the heat of the metal, and oxygen is evolved with other gases which decarbonize and purify the impurest iron, and from them produce steel of the best quality.

For the past twelve years Knowles, Bessemer, Heaton and others have been searching for the means of using salts that evolve oxygen; and, until within a very short time, Heaton has been the most successful. In Mr. Fairbairn's report, published in *Engineering*, is a tabular statement of the different tests to which both kinds were subjected. The Bessemer steel was manufactured by the Barrow, Hematite, Company, from the purest

hematite ores; while the Heaton steel was made from pig iron containing sulphur, phosphorus and silica, in such quantities as to render it unfit for use in any process of making steel in which nitrates or kindred substances are not used.

Mr. Fairbairn reports the average working strength of six specimens of Bessemer and six of Heaton steel as 3,929 tons of the former to 7,493 tons for the latter. This is about double in favor of Heaton, when subject to transverse stress. And Heaton's, by reason of the lower price of the iron used, is produced much cheaper than Bessemer's.

By the same mail that brought the foregoing report came also a notice of an American invention, the patent of JAMES HENDERSON, of 30 Broadway, this city, in successful application at John Brown & Co.'s Atlas Steel Works, Sheffield. It is claimed to be a more effective and economical plan than Heaton's for producing steel from impure irons, by means of nitrates. It consists in applying, in an ordinary puddling furnace, a box with an open side, which is filled with nitrates and oxides, or other equivalent substances. The box has a handle for moving about in the furnace, under the bath of molten iron, with its open part against the bottom or sole of the furnace on which the liquid iron rests. The heat of the furnace quickly melts and gasifies the contents of the box, which escape from the bottom around its sides; and the gases purify the iron and oxides from carbon, sulphur, silica and phosphorus; while the salts of the substances form fluxes which assist to reduce the oxides to the metallic state. There is also a gain of steel by this process from the lining of the furnace, which is generally composed of rich iron ores, of more than ten per cent. in weight, over and above the amount of pig iron charged, while there is a saving of fuel and labor of about one-third. In the Heaton process, twelve per cent. of nitrates are necessary, and the metal has either to be worked again in a puddling or steel-melting furnace before it is fit for use, while by the American invention but one-fourth of the weight of nitrate is used. Heaton's process causes a loss of ten to twelve per cent. of the pig iron in the conversion, against a gain of this amount in the American plan, over and above the weight of pig iron originally charged; making

a difference of about twenty per cent. in weight in favor of the American plan, and also about nine per cent. saving of nitrates.

The American plan also permits the use of alloys, which are placed in the box and are incorporated with the metal during the process of decarbonization and purification. By this means it is possible to produce puddled steel of enormous tensile strength, amounting to about three times that of the best Swedes iron. And it has extraordinary welding properties, and can be produced of uniform quality; and, owing to the gain in weight of metal from the oxides, and also to the saving of labor, time and fuel in the operation, it can be made cheaper than puddled iron. All this, it is claimed, more than counterbalances the cost of the nitrates and of the boxes.

This improvement, if its merits are correctly appreciated by its friends, will be of great practical value to this country, where there are but small quantities of ores suitable for steel by the pneumatic process, as it will render the ordinary Pennsylvania and Hudson River anthracite iron available for steel, instead of irons that are now imported, for the most part, either in the manufactured state, or in pig iron to be manufactured at our steel works.

Wharton's Safety Switch.

A collision occurred on the New York Central Railroad, near Lyons, N. Y., last evening, between a passenger train and a stock train. Several cars were smashed, and a number of persons injured, some of them severely. A number of cattle were killed. The accident was caused by the carelessness of a switchman.

The above telegraph report is only another warning to all railroad companies, to avail of every means in their power to prevent "accidents." Had "Wharton's Safety Switch" been used on this road the "accident" would not have occurred; a fact which Judge, Council and Jury should bear in mind, when the awards for damages are given. "The Monopoly" which is the curse of our own State, would do well to take warning and promote the public safety and its own interest at one and the same time. Let them adopt the "Safety Switch." The people are waking from a long slumber and will soon hold them to a terrible account.—*Bridgeton N. J. Enterprise*, Sept. 24.

Little Rock and Fort Smith Railroad.

In company with Capt. G. H. Meade, chief engineer, Capt. J. H. Haney, secretary, and J. S. Dunham, Esq., we paid a visit to the scene of active operations on the above road, on Friday evening. What we saw confirmed everything we have said on this subject heretofore. In the field of Judge Clendennin, immediately in the rear of his residence, the first party of workmen was met. From here, extending over a distance of two miles, gangs of men are at work grading as rapidly as possible. The squad on this end is moving toward the river, while those on the far end are making their way westward. About 150 men are now employed. During the present week a mile and a half of the road will be ready for the cross-ties. Although one would never suspect it, in traveling by the wagon road to Van Buren, the topography of the country is particularly adapted to the construction of a railroad. There will be no cut of more than six feet until the Palarm Hill is reached. Here, for about one hundred feet, there will be a cut of about 28 feet, the deepest on the entire route.

The next gang of hands will be placed on the western terminus of the first twenty miles and work this way. The line of the road is already chopped out on this section.

There seems no good reason to doubt that this first twenty miles will be completed by the first of April next. As soon as the grading is completed to the river, the ties will be put down, the iron laid, and construction trains placed on the road. Contracts have been awarded for bridge timbers, and cross-ties on the entire section.

Many bids have already been received for the building of sixty miles more, and the contracts will be awarded on the 1st October. At the same time the contract for the construction of a bridge over the river at this place will be given out. There are several bidders on this work also.

All of this has been accomplished within the past five weeks—and we feel no hesitancy in asserting that as fast as men and money can do it, the whole road will be put through.—*Little Rock Gazette*, Sept. 14.

Southwestern (Ga.) Railroad.

The earnings of this road for the years ending July 31, 1868 and 1869, were as follows:

| | 1868. | 1869. |
|---|--------------|--------------|
| Up freight through.... | \$243,915 16 | \$173,454 65 |
| " way..... | 195,643 15 | 130,610 17 |
| Down freight through.. | 129,369 38 | 172,944 62 |
| " way..... | 127,795 75 | 155,190 41 |
| Up passage through .. | 25,141 67 | 36,057 77 |
| " way..... | 18,153 63 | 38,880 09 |
| Down passage through. | 88,605 83 | 95,640 98 |
| " way | 89,789 12 | 86,551 50 |
| United States mail..... | 2,130 60 | 20,785 92 |
| | \$920,544 29 | \$910,116 06 |
| Expenses, viz: | | |
| Repairs of road..... | \$153,263 39 | \$144,790 00 |
| " buildings... | 26,614 66 | 19,611 15 |
| Fuel and water..... | 28,059 75 | 35,391 52 |
| Maintenance of motive power | 111,369 59 | 97,185 67 |
| Maintenance of cars... | 89,982 68 | 62,226 39 |
| Transportation exp.... | 153,922 82 | 179,612 87 |
| Incidental expenses... | 14,595 43 | 10,912 29 |
| | \$577,807 82 | \$549,729 89 |
| Leaving net sum of.... | \$342,836 47 | \$360,386 17 |
| Disposed of in 1869 as follows: | | |
| Dividend four per cent. Feb. 1869.... | \$128,436 00 | |
| Two per cent. on the stock of the late Muscogee Railroad..... | 12,862 00 | |
| On preferred stock of that road | 476 00 | |
| On guaranteed stock of that road.... | 2,000 00 | |
| Interest on bonds..... | 48,020 00 | |
| Dividend four per cent. Aug. 1, 1869. | 155,092 00 | |
| Appropriated for taxes..... | 9,500 00 | |
| Surplus..... | 4,000 17 | |
| Total, as above..... | \$360,386 17 | |

On the 1st of November, 1868, the Southwestern and Muscogee Railroads were amalgamated, and the latter became a part of the former road, thereby adding 50 miles to its length, making the total length of road now owned and operated by this company, 257½ miles.

The total earnings for 1869 (including this additional 50 miles, for nine months,) were \$910,116 06: for 1868, (exclusive of the 50 miles,) \$910,544 29—a decrease of \$10,428 23. The earnings of the Muscogee Railroad for the nine months from Nov. 1, 1867 to Aug. 1, 1868, were \$160,270 71. This amount, added to the decrease of \$10,428 23, makes the actual decrease of earnings over the same length of road, for the same period of time, in 1869 as compared with 1868, \$170,698 94.

The expenses for the year (including the additional 50 miles for nine months,) have been \$549,729 89. Last year, (exclusive of the 50 miles,) \$577,807 82—a decrease of \$28,077 93. If to this we add \$112,887 72, the expenses of the Muscogee road for nine months in 1868, it will show the actual decrease in expenses of 1869, as compared with 1868, to have been \$140,465 65.

The average number of miles of road in use during the year was 245, against 207½ in 1868. The earnings per mile were: passengers and mails, \$1,134 35; freight and miscellaneous, \$2,580 41—total, \$3,714 76. The current expenses per mile were \$2,243 79, and the net earnings, \$1,470 97. Gross earnings per mile run by engines, \$2 36.4; expenses, \$1 42.8—net earnings, 93.6 cents.

The total number of bales of cotton transported during the year was 156,862, against 232,343 in 1868, and 206,307 in 1867. Of the 156,862 bales transported, 91,390 were from all points except Columbus and beyond; from Columbus and beyond, 62,892 bales, and from stations to Columbus, 2,580 bales. From all points to Macon there were 25,747 bales; in 1868 35,361 bales; in 1867, 24,251 bales. The report says:

Owing to the ravages of worms and other casualties, the crop of cotton in the section of country through which our road penetrates, as well as adjoining States, was materially injured, and the anticipation of the planters not realized in the yield, owing to the result of these depredations. There were upward of 75,000 bales of cotton less transported over our line of road the season just passed, compared to the one preceding it; and as the main line of our road receives the larger portion of its revenue from the agricultural products of the country through which it runs, this discrepancy is manifest when we consider that our line of road has been increased fifty miles in length by the consolidation of the Muscogee Railroad. Notwithstanding our gross receipts have been about \$10,000 less than last year, we have endeavored to curtail our expenses correspondingly, and I am pleased to say, that on examination you will find them less by about \$28,000. The present prospect of a good crop of cotton in South-Western Georgia is exceedingly flattering, and should it escape the depredations of the rust and caterpillar, we may reasonably hope that our receipts will be largely augmented from that source. The immense tonnage of fertilizers that has been transported over our road, and their application to the present crop, compared to former years, is so apparent, in not only giving vigor and luxuriance to the plant, but in multiplying and increasing the fruit to such an extent, that the more prudent and practical farmers have become convinced that it is almost useless to cultivate their lands, with a prospect of success, without the application of some fertilizing stimu-

lant. Hence, we may expect the amount used doubled, if not quadrupled, during the next year. It has been our object to put the rate of freight on all fertilizers as to cover transportation only, and we hope the day not far distant when these commercial manures may be sold at such prices as will enable all classes of planters, the small as well as the large, to avail themselves of their free use, and at the same time, be remunerative to the manufacturers.

In our last Annual Report your attention was directed to circular letters that were issued and sent to the Stockholders by your Board of Directors, calling their attention to the union and consolidation of the Muscogee and South-Western Railroads, by merging the former into the latter, in accordance with an act of the General Assembly of this State, approved March 4th, 1856. The terms of amalgamation had been agreed upon by the respective boards of each road, and similar letters were addressed to the shareholders of the Muscogee Railroad Company, asking their concurrence in the transaction. The Act above alluded to required two-thirds, in amount of stock, to be represented in affirmation of said consolidation. The basis of agreement was set forth in our last Annual Report, as well as in the circular letters addressed to the stockholders of each company; and we take pleasure in saying, that answers were received from nearly every shareholder, and were almost unanimously in the affirmative.

On the 30th day of October last, the Boards of Directors met in Columbus, and articles of agreement were drawn and signed by the proper officers of each road, and on the 1st day of November last, the Muscogee Railroad, with all of its rolling stock, franchises, and appurtenances of every description, together with its assets, were formally turned over to your Board of Directors, to become part and parcel of your road, as included in said agreement, and in conformity with said Act of the Legislature of March, 1856. The stockholders of the late Muscogee Railroad were to receive their *pro rata* of dividend, to be declared and paid in February last, which amounted to two dollars per share, after converting their stock into the stock of your company upon the terms and stipulations agreed upon, to wit: one-eighth to be deducted from the number of shares held by the stockholders of the Muscogee Railroad Company, and the remainder of shares to be exchanged for a like number of the capital stock of the South-Western Railroad Company.

The general stock of Muscogee Railroad Company, according to the books of the said company, when turned over to this company on the 1st November last, added up 7,003½ shares.. \$700,350
Guaranteed stock..... 500 " .. 50,000
Preferred stock 222 " .. 23,200

Total stock..... 7,735½ " .. \$773,550
The bond account stood—
Bonds due in 1872..... \$140,000
Bonds due in 1876..... 173,500
813,500

Stock and bond account..... \$1,087,050
The bonds of that company are convertible into the stock of said company, in the same manner in which a greater portion of the bonds of this company are convertible into stock, at the option of the holder. During the present year we have converted bonds of the Muscogee Company, amounting to \$13,000, into the general stock of this company, on the same basis that the stock was converted, to wit: by reducing the bonds one-eighth from their face. As all of the bonds of the Muscogee Railroad Company are convertible, the presumption is reasonable that more applications will be made for similar transfers.

Since the conversion of the stock of the Muscogee Railroad Company into that of the South-Western Railroad Company, you will find both stock and bonds reduced as follows, to wit: The number of shares of stock issued to the share-

holders of the Muscogee Railroad Company of South-Western stock, in lieu of the scrip held by them, and to those converting bonds of that company—

| | | |
|------------------|----------------|-----------|
| Amounts to..... | 6,354 shares.. | \$635,400 |
| Guaranteed | 500 " | 50,000 |
| Preferred..... | 126 " | 12,600 |

| | | |
|--------------------------------|-------|-----------|
| Total..... | 6,980 | \$698,000 |
| Present outstanding bonds..... | | 300,500 |

Total stock and bonds.....\$998,500

Against \$1,087,050 difference as stood upon the books of the Muscogee Railroad Company on the 1st November last, and now on the books of this company, \$88,550.

By reference to the Treasurer's Report you will perceive that the bonded debt of this company amounts to \$399,000, which is \$31,000 less than it was at our last Annual Report. This discrepancy is accounted for by the conversion of that amount of bonds into the capital stock of the company.

You will also find in his balance sheet the Capital Stock of your company, after merging that of the Muscogee Railroad Company, to be.....\$3,939,900

And the bonded debt of both companies 699,500

Total Capital Stock and Bonds...\$4,639,400

We have paid in liquidation of the indebtedness of the Muscogee Railroad, about \$100,000, since the amalgamation of the two roads; and my opinion is, that this amount covers most of the claims against that company. This sum has been charged to profit and loss, which explains the reason of the change in that account. As an offset to this large amount, you have the difference of \$88,550, produced by the reduction of one eighth in the purchase of the capital stock of that company.

Whereas, by an act of the Legislature of the State of Georgia, approved the 22d day of January, 1862, the Central Railroad and Banking Company of Georgia was authorized to lease and work for such time, and on such terms, as might be agreed on by the parties interested, the Southwestern Railroad, and such other railroads, as then connected, or might thereafter connect, with the Central Railroad; and the said the Southwestern Railroad Company was authorized to lease its railroad to the said The Central Railroad and Banking Company of Georgia, for such term of time, and in such other terms, as it might deem best.

Now, in accordance with said act of the Legislature, authorizing your Board of Directors to make said lease, an agreement was made, entered into, and signed by the proper officers of the Southwestern Railroad Company, and the Central Railroad and Banking Company of Georgia, on the twenty-fourth day of June last; and your railroad, with all of its rolling stock, fixtures, rights and appurtenances of every description, was formally turned over to the President of the Central Railroad and Banking Company of Georgia, upon the following terms and conditions, a synopsis of which is hereunto added, to wit:

1st. The organization of the Southwestern Railroad Company is to be maintained. The President and Directors to be elected annually, as heretofore. Compensation to the President and Secretary and Treasurer, and means to defray the expenses of the Board of Directors at their meetings, to be provided for by the Central Railroad and Banking Company, including office, books, stationery, etc.

2d. Said company to receive the entire assets of your company, and to pay whatever liabilities there may be outstanding against it, including those that may be presented against the late Muscogee Railroad Company.

3d. To make provision in payment of the accruing interest on the bonds of your company, as well as any interest that may have accrued, and not presented on either your bonds or the bonds issued, and now in existence, by the late Muscogee Railroad Company, to protect the same at maturity, and to pay said interest, as well as dividends, when declared, at Macon and Savannah, for the benefit of the bond and shareholders, as is now being done by your company.

4th. The Central Railroad being accustomed to pay dividends annually, at the rate of ten dollars per share on its capital stock, and your road at the rate of eight dollars per share, it was mutually agreed that the stockholders of this company were to receive dividends in the months of June and December, at the rate of eight dollars per share per annum: *Provided*, the rate of ten dollars per share was paid the stockholders of the Central Railroad and Banking Company, during the months mentioned above, annually. But should that company increase their dividends beyond that amount to their own stockholders, then your stockholders are to receive a corresponding ratio of increase, as eight is to ten dollars. It was further agreed, that in no event should the stockholders of your company receive a less amount of dividend than seven dollars per share per annum, which is a guarantee worthy of your consideration, when you reflect that causes might operate, or circumstances intervene, to deprive the stockholders of that company of dividends for a season.

5th. It was also mutually agreed between the contracting parties, that as our fiscal year commences the 1st August, and that of the Central Railroad on the 1st day of December, that this company declare and pay its usual semi-annual dividend to its stockholders during the present month, and that a fractional dividend of two dollars and fifty cents per share be declared and paid them in the month of December, so that thereafter the stockholders of the respective roads may receive their regular dividends in the months of June and December, instead of February and August, as has been customary with this company.

6th. It was further covenanted and agreed, that the Central Railroad and Banking Company of Georgia was to keep the road bed, station houses, engines, cars, and everything appertaining to the company's interest, in as good condition as when received from the officers of your road, and should it neglect or fail to pay dividends within six months after the same may be due, then this company has the right to annul the contract, and the Central Railroad and Banking Company binds itself, in the event the demand is made, to return the road, with all of its appurtenances, in as good condition as when received, together with all of its assets, or their equivalent.

7th. It was also covenanted and agreed, that should a stock dividend be declared out of the accumulations belonging to, and now in the hands of the Central Railroad and Banking Company, and paid to its stockholders, that the stockholders of this company shall receive their proportion of the same in the ratio as eight is to ten and that the net earnings received from the operations of the bank, as well as interest from accumulations, to be considered as part of the earnings of the road, and that all the dividends paid to the stockholders of this company, to be free of revenue taxes.

I have endeavored to give you a synopsis of the main features embraced in the articles of agreement, and in view of other roads being projected, and in course of construction, fostered by aid of the State, that must and will become competitors for the business tributary to the line of your road, the judgment of your Board is, that your interest has been protected, and the appreciation of your stock made manifest by the terms of this lease.

The company have 29 locomotives, of which 21 are in good order, 5 want repairs, and 3 are in shop for repairs. The stock of cars consists of: 13 first class, and 11 second class passenger and baggage, 5 baggage and mail, 1 express, 4 provision and pay, 11 conductor's, 215 box freight, 151 platform, and 8 stock. The number of miles run by passenger and mail trains, was 199,499; by

freight and other trains, 185,423—total, 384,922. Number of through passengers, 15,075; do., way passengers, 112,099—total, 127,174. Total number of passengers carried over the road since it was opened in July, 1851, 2,352,792.

BALANCES FROM THE BOOKS, JULY 31, 1869.

| | | |
|--------------------------------|-------------|----|
| Construction | \$4,081,048 | 88 |
| Locomotives and cars | 376,726 | 24 |
| Connection at Columbus | 14,225 | 89 |
| Macon and Columbus depots..... | 81,629 | 63 |
| Tools and machinery | 37,918 | 48 |

Total cost of road & appurtenances..\$4,591,548 62

| | | |
|--------------------------|---------|----|
| Land account..... | \$9,990 | 50 |
| Stock of other companies | 109,756 | 96 |
| B'ds of other companies | 6,900 | 00 |
| | 126,647 | 46 |

| | | |
|----------------------------|-----------|----|
| Railroad expenditures..... | \$549,729 | 89 |
| Interest on bonds..... | 48,020 | 00 |
| | 597,749 | 89 |

| | | |
|----------------------------|----------|----|
| Cash..... | \$25,365 | 04 |
| Central R. R. & B. Co..... | 22,965 | 32 |

| | | |
|---------------------|--------|----|
| City Banking Co. of | | |
| Macon..... | 93,592 | 53 |

| | | |
|-----------------------|---------|----|
| Bills receivable..... | 28,837 | 54 |
| | 170,760 | 43 |

| | | |
|---------------------|--------|----|
| Due by agents | 29,165 | 93 |
|---------------------|--------|----|

| | | |
|---------------------|-----|----|
| Due by Southern Ex- | | |
| press Co..... | 592 | 68 |

| | | |
|---------------------|-----|----|
| Due by National Ex- | | |
| press Co..... | 165 | 59 |

| | | |
|------------------------|--------|----|
| Due by United States.. | 4,719 | 99 |
| | 34,644 | 19 |

| | | |
|--------------------------------------|-------|----|
| Floating debt M. R. R..... | | |
| Interest on preferred and guaranteed | | |
| stock..... | 2,150 | 50 |

| | | |
|---------------------------|-------------|----|
| Dividend No. 30 paid..... | | |
| | 134,788 | 00 |
| | \$5,662,610 | 82 |

| | | |
|---------------------|-------------|----|
| General stock | \$3,877,300 | 00 |
|---------------------|-------------|----|

| | | |
|------------------------|--------|----|
| Guaranteed stock | 50,000 | 00 |
|------------------------|--------|----|

| | | |
|----------------------|--------|----|
| Preferred stock..... | 12,600 | 00 |
|----------------------|--------|----|

Total capital stock.....\$3,939,900 00

| | | |
|--------------------|-----------|----|
| Bonds issued | \$399,000 | 00 |
|--------------------|-----------|----|

| | | |
|-----------------------|---------|----|
| Bond account M. R. R. | | |
| Co..... | 300,500 | 00 |
| | 699,500 | 00 |

| | | |
|-------------------------|--------|----|
| Railroad earnings prior | | |
| to August 1, 1868.... | 24,933 | 71 |

| | | |
|-------------------------|---------|----|
| Railroad earnings since | | |
| August 1, 1868..... | 910,116 | 06 |
| | 935,049 | 77 |

| | | |
|-------------------|-------|----|
| Fare tickets..... | 4,018 | 30 |
|-------------------|-------|----|

| | | |
|---------------------------|-------|----|
| Premium and discount..... | 6,863 | 13 |
|---------------------------|-------|----|

| | | |
|--------------------------|-------|----|
| Dividends unclaimed..... | 2,096 | 00 |
|--------------------------|-------|----|

| | | |
|------------------------------------|-----|----|
| Internal revenue tax on coupons... | 559 | 88 |
|------------------------------------|-----|----|

| | | |
|---------------------------|--------|----|
| Due other railroads | 32,812 | 69 |
|---------------------------|--------|----|

| | | |
|-----------------------|-------------|----|
| Profit and loss | 41,811 | 07 |
| | \$5,662,610 | 82 |

President.—WILLIAM S. HOLT.

Directors.—Timothy M. Furlow, John E. Jones,

Virgil Powers, Jno. L. Mustian, John McNab,

Wm. M. Wadley, Alex. R. Lawton.

Engineer and Sup't.—VIRGIL POWERS.

Treasurer.—JOHN T. BOIFEUILLET.

Articles of Association of the Cincinnati

and St. Louis Straight Line Railroad Company,

have been filed at Indianapolis. The company

propose to construct a road from Worthington on

the Vincennes road through Bloomington and Co-

lumbus to the Indianapolis and Cincinnati Rail-

road, between Greensburg and Lawrenceburg.

The road absorbs the Indiana and Illinois Central

Railroad Company.

Wm. H. Barnum, of Lime Rock, Conn.,

has been chosen President, and Wm. Caul, of Otis,

Vice President of the Lee and New Haven Rail-

road Co.

Our Northern Railroads.

It is known that the northern section of Wisconsin contains the finest wheat, timber and ore lands to be found in the country, and it has only wanted a proper development of the section to have these lands taken up by actual settlers and Northern Wisconsin become as thickly settled and as prosperous as Southern Wisconsin. These valuable lands through a mistake made at an early day, have been kept out of the market, and have been allowed to lie, almost a waste. It is to be hoped that such a state of affairs is to exist but little longer, and that the settler may have the advantages which the fine lands, the clear and invigorating climate and the excellent markets afford.

The northern portion of Minnesota is being thoroughly developed by a system of railroads. President Baldwin, in running his road from Tomah to Hudson, is doing a good work for our State, and we are glad to learn the thing is not to stop there.

In 1856 Congress granted a valuable tract of land to a company to build a railroad from Hudson to Superior, through one of the most valuable sections of the State. Had the road been built it would have developed the section, and to-day the counties on the line would have been thickly settled. Time was frittered away, and the grant lost to the company, although not gained by the settler. The charter also allowed a branch road leaving the main line at some point in Barron County, and running to Bayfield, on Lake Superior. This branch also had a valuable grant. For the main line a company is now trying to resecure the grant, and there is a probability that they may do so; but meanwhile another company has started in and propose to build a road from St. Croix Falls in Polk County, to Bayfield. The new line will cross the Superior line, and thence follow the old proposed Bayfield Branch. We refer to the Bayfield and St. Croix Falls road, which held a meeting in this city last week and elected its officers. At the last session of Congress the Senate passed a bill giving this new company the old grant from the junction of the Superior road to Bayfield, and as the company evidently mean business, the House will without question, vote the grant the coming winter. From St. Croix Falls to the junction no grant is expected.

The Bayfield and St. Croix road is about one hundred miles in length, and runs through, or has close communication with Polk, Barron, Chippewa, Burnett, Ashland, Bayfield, Douglas and Dunn Counties. It starts from St. Croix Falls, the head of navigation, and runs to Bayfield, one of the best ports on Lake Superior. The land along the route to the junction is fast being taken up by settlers. This week there are expected there 2,000 Swedes, to settle, and influential men in the old world are now organizing a system of immigration that will, within another year, place ten thousand solid farmers on these lands. One tract of fifty thousand acres lately purchased from the State, by men connected with this new road, will be settled by this same class of sturdy farmers.

The grant from the Junction to Bayfield, is a large one, embracing farming, timber and ore lands, and these will not be sold to speculators, but only to actual settlers and very many are and have been for months anxious to buy them. Outside the reserved railroad lands are to be found some of the most thrifty farms in the State, and there is no earthly reason why the lands of the counties named above should not be covered with just such farms, instead of lying an idle waste.

The railroad company is composed of Eastern and Western men of capital and energy, and all of them interested in the growth of the section. Caleb Cushing owns the famous lumbering mills on the St. Croix, and the road is one of importance to him; Henry M. Rice, of Minnesota, formerly United States Senator, Vice President of the new company, has large landed interests here; Gardiner Colby of Boston, has a large landed interest; H. D. Barron has large interests on the line, and so through the list of Eastern men who

are directors or interested in the road. At their meeting here they assured us that there should be no delay in building the road. All the stock was taken and had it been twice as much it would have been taken just as readily. The people of the counties on the line are deeply interested, and trust that Congress will not delay in giving the new company the old grant, satisfied that they will not abuse it as others have, but use it for the good of the northern section of the State.

To Milwaukee the road is one of importance. Uniting at some point yet to be determined with the West Wisconsin road, it will give almost an air line communication with the wheat growing, lumber and ore interests of the Northwest and adds a most important link to our great net work of railroads.—*Milwaukee Wisconsin*, Sept. 15.

Maine Central Railroad.

The earnings of this road for the years ending December 31, 1867 and 1868, were as follows:

| | 1867. | 1868. |
|------------------------|--------------|--------------|
| From passengers | \$268,859 87 | \$269,257 05 |
| " freight..... | 237,722 82 | 259,990 09 |
| " express, mails, etc. | 24,523 01 | 23,703 86 |
| | \$531,105 70 | \$544,950 50 |

| | |
|--|--------------|
| The expenses of 1868, were: | |
| Repairs and renewal of track and bridges | \$114,505 95 |
| Repairs of engines & cars | 74,212 83 |
| Repairs of buildings and fences..... | 17,457 15 |
| Train expenses | 21,236 40 |
| Station expenses..... | 24,808 54 |
| Oil and waste..... | 4,420 81 |
| Wood | 40,066 98 |
| Loss and damage..... | 1,494 63 |
| General expenses..... | 8,806 80 |
| Internal revenue..... | 8,075 25 |
| Salaries, etc..... | 18,421 56 |
| | \$331,506 90 |

| | |
|--------------------------------------|--------------|
| Net earnings | \$213,443 60 |
| Add balance from previous year | 206,365 68 |

| | |
|-----------------------------|--------------|
| Total | \$419,809 28 |
| Interest paid..... | \$1,034 78 |
| Coupons City of Bangor..... | 38,070 00 |
| " 2d mort. bonds..... | 17,943 00 |
| " \$1,100,000 loan..... | 66,039 00 |
| " \$400,000 loan..... | 18,766 00 |
| | \$141,852 78 |

Balance January 1, 1869.....\$277,956 50
Compared with the previous year the gross earnings show an increase of \$13,844 80; with a decrease in expenses of \$19,161 46—making the increase in net earnings, \$33,006 26. The report says:

The directors respectfully submit this, their annual report for the year 1868. Although the business of the country through which your road runs, has not been especially active during the past year, yet the gross receipts from traffic has been increased. During the same period, the trains have been free from accident or casualty, and no injury to persons or material injury to property has occurred. And while your gross receipts from traffic have been increased, the expenses of management, and renewals and repairs, have been reduced; thus showing a net gain in all, of \$33,006 26 over the results of the year's business in 1867. Although the expenses have been reduced, your directors have kept in view, and maintained the policy indicated in their previous annual report, of constantly improving the condition of their track and rolling stock, and maintaining both in first class condition.

At a former meeting of the stockholders of this company, the directors were authorized to make and execute a mortgage of the road and equipment, to secure \$1,100,000 of bonds, created for the purpose of meeting the bonds of the company, which fall due between 1870 and 1874. The

directors have made and executed this mortgage and created the bonds, but have withheld them from the market thus far, believing that it may be desirable to change the amount of bonds to be issued under certain conditions and restrictions. And further authority in regard to the change of this mortgage, and the sum to be secured by it, will be asked of you at the present annual meeting.

The Dexter and Newport Railroad, which at the last annual meeting was in progress of construction, has been so far completed, that trains are running thereon by this company. Though not complete, the road is in good condition to be run, and arrangements are made with that company, whereby this company are to complete the road at their convenience for a consideration agreed upon. The lease of the road for thirty years at eighteen thousand dollars per annum has been drawn, and is ready to be executed, in accordance with your votes.

The Somerset road, which at this time last year had not been located or even surveyed, has been located, and the grading is progressing so rapidly as to warrant the belief that the first division, from its point of connection with this road in Waterville to Norridgewock, will be opened for use the present year. At a former meeting of the stockholders of this company, it was voted to authorize your directors to enter into an agreement with that company, to lease its road when completed, and to equip and operate the same. They also voted to authorize the directors to aid in the construction of that road, by taking its pay for the transportation of material for the construction of the same, in the stock of that company. Since the last meeting, it has been found necessary to agree further to aid in the construction of that road, in order to insure its early completion; and your board have agreed to subscribe and pay for fifty thousand dollars of the stock of said company, subject to your ratification and approval; which you are respectfully asked to do at this present meeting.

A simple statement of the situation of your road will enable you to see the importance of this new road to you. Your road was located from a point of junction with the Grand Trunk road in Danville, across the country to Bangor, relying much upon the business of the country north of it for its support. The mistakes of the past, lost to you all the traffic of a large section of that territory, and the Somerset and Kennebec road extending into Somerset County to Skowhegan, and crossing our line with the traffic of that County gathered at the above named place, turns the whole of it upon the Portland and Kennebec road at Augusta. The territory through which the Somerset road is located and is being constructed, is as productive as any other section of the State, and this road will secure to you a fair share of the traffic of Somerset County, and something of eastern Franklin County. For these reasons, your directors ask your ratification and approval of their doings in this matter.

The Belfast and Moosehead Lake Railroad Company, which at your last annual meeting was scarcely organized, is now fully organized, and the company has located their road, and the work of grading is rapidly progressing. No contract has yet been made with this company in regard to its connection with your road; but conferences have been had between the directors of the two companies, and it is expected that arrangements equally beneficial to both companies will be entered into, at no distant period.

At the eastern terminus of your road, at Bangor, your line is now fully connected with the European and North American road, and the latter has been completed to a point twenty-four miles east of Bangor, and is in operation to that extent. That company expect also to complete their road to Winn, fifty-eight miles beyond Bangor, the present year. With fair arrangements with these roads, your line cannot but derive a large increase in its traffic by opening so large a section of our State to the beneficial influences of this new mode of transportation. The territories

traversed by these new roads, are as productive (if not more so) as the other sections of the State already reached by railroads, and have an abundance of water power. With the increased facilities of reaching the best markets which these railroads will give them, the inhabitants will be inspired with new life and energy to increase their productions. And so in the end, if not at once, you will realize the reward to which your timely aid to them entitles you.

The company have 14 locomotives, 14 passenger, 3 smoking, 1 passenger and baggage, 5 mail and baggage, 243 merchandize, and 30 cattle cars. Miles run by passenger trains, 87,326; by freight trains, 99,642; by other trains, 27,644—total, 214,612. Passengers carried, 163,830. Freight moved, 103,823 tons.

The standing of the company is shown by the annexed general account. The funded debt amounts to \$2,432,080. The stock bonds and stock coupons, amounting to \$106,380, have all matured, and are payable in capital stock. The \$1,200 Million Loan bonds, being over due, will be paid on presentation. The \$1,100,000 Loan bonds were issued from August, 1860, to September, 1861, on 30 years, and are cash bonds. The 1st mortgage, Penobscot and Kennebec R. R. Co., are cash bonds, and mature as follows: \$20,000 on the 21st of April of each year, up to and including 1874, and \$500,000 on the 2d of October, 1874. The 2d mort. bonds, P. & K. R. R. Co., are cash bonds, and will fall due August 1, 1870. The \$400,000 Loan bonds of this company, of which \$307,700 are outstanding, were issued from December 1, 1862, to May 1, 1863, on eight years, and are cash bonds.

GENERAL ACCOUNT.

| | |
|---|----------------|
| Construction | \$4,121,694 10 |
| Lands of Pier Co., and city lot at Bangor | 51,606 78 |
| Real estate | 19,997 05 |
| Bills receivable and accounts | 39,965 03 |
| European and North American R.R. Co. | 20,000 00 |
| Dexter and Newport R. R. Co. | 3,112 44 |
| " " " " stock | 5,000 00 |
| Wood and materials on hand | 59,881 01 |
| Cash | 16,379 26 |
| | \$4,337,635 67 |
| Capital stock | \$1,611,500 00 |
| Million Dollar Loan | \$1,200 |
| Bonds of \$1,100,000 | 1,095,600 |
| Bonds of \$400,000 | 307,700 |
| Stock bonds, \$500,000 | 75,600 |
| Stock bonds, \$360,000 | 29,500 |
| First mortgage, City of Bangor bonds | 621,000 |
| Second mort. P. & K. R.R. Co. | 300,000 |
| Third mort. P. & K. R. R. Co. | 200 |
| Stock coupons | 1,280 |
| | 2,432,080 00 |
| Bills payable and accounts | 16,099 17 |
| Profit and loss | 277,956 50 |
| | \$4,337,635 67 |

President.—R. B. DUNN.

Directors.—R. B. Dunn, F. W. Hill, J. W. Palmer, A. P. Morrill, A. D. Lockwood, J. H. Drummond, and George L. Ward.

Secretary.—J. H. DRUMMOND.

Treasurer.—JOSHUA NYE.

Superintendent.—EDWIN NOYES.

E. K. Smith, of Savanna, Ill., has taken the contract for grading, tying and bridging the Rockford, Rock Island and St. Louis Railroad from Camden to a point opposite Muscatine.

Export of Breadstuffs.

FROM THE CIRCULAR OF MR. EDWARD HILL.

Our Flour and Grain Circular, (which has been issued regularly since 1845,) with this number closes its twenty-fourth year. The frequency of the communication with England by telegraph and steam has so changed the manner of conducting the export business as to deprive semi-monthly reports of much of their interest and usefulness, and we have for the present decided to suspend publication. Our tables made up with care to the end of the cereal year, show the extent of our shipments to the English and other foreign ports:

Export of Breadstuffs to Great Britain and Ireland from Sept. 1, 1868, to Sept. 1, 1869.

| From | Flour, bbls. | Wheat, bushels. | Corn, bushels. |
|--------------------|--------------|-----------------|----------------|
| New York | 588,197 | 13,360,015 | 2,308,398 |
| New Orleans | 65,725 | 165,823 | 325,974 |
| Philadelphia | 13,121 | 127,930 | 57,108 |
| Baltimore | 16,265 | 183,221 | 418,249 |
| Boston | 1,808 | ..... | ..... |
| California | 18,798 | 5,999,833 | ..... |
| Other ports | 21,811 | 75,614 | 75,307 |
| Total 1869 | 725,725 | 19,912,436 | 3,185,036 |
| " 1868 | 529,494 | 12,992,609 | 9,121,449 |
| " 1867 | 179,990 | 6,914,271 | 10,410,208 |
| " 1866 | 147,568 | 1,521,210 | 13,908,258 |
| " 1865 | 170,109 | 2,989,740 | 1,293,404 |
| " 1864 | 1,241,804 | 16,492,523 | 717,434 |
| " 1863 | 1,479,414 | 23,167,190 | 10,834,356 |
| " 1862 | 2,672,515 | 25,754,709 | 14,084,168 |
| " 1861 | 2,561,561 | 25,553,370 | 11,705,034 |
| " 1860 | 717,156 | 4,938,714 | 2,221,857 |

To the Continent from New York and other Ports.

| Year ending Flour, Sept. 1. bbls. | Rye, bushels. | Wheat, bushels. | Corn, bushels. |
|-----------------------------------|---------------|-----------------|----------------|
| 1869 | 36,538 | 220,175 | 405,359 |
| 1868 | 78,975 | 544,916 | 378,542 |
| 1867 | 4,294 | 160,086 | 79,417 |
| 1866 | 4,285 | 245,651 | 68,111 |
| 1865 | 23,261 | 97,529 | 112,315 |
| 1864 | 100,511 | 13,965 | 333,819 |
| 1863 | 213,579 | 435,205 | 2,343,814 |
| 1862 | 626,672 | 1,612,926 | 7,617,472 |
| 1861 | 142,129 | 347,258 | 3,452,496 |
| 1860 | 49,243 | ..... | 178,031 |

From Canada to Great Britain and Ireland, via St. Lawrence.

| Yr. ending Flour, Sept. 1. bbls. | Wheat, bushels. | Corn, bushels. | Oats, bushels. |
|----------------------------------|-----------------|----------------|----------------|
| 1869 | 222,200 | 3,148,107 | 192,231 |
| 1868 | 242,419 | 1,836,197 | 660,426 |
| 1867 | 19,246 | 81,154 | 1,416,679 |
| 1866 | 20,150 | 43,860 | 1,527,474 |

From the United States to all Ports from Sept. 1, 1868, to Sept. 1, 1869.

| From | Flour, bbls. | Wheat, bushels. | Corn, bushels. |
|-------------------|--------------|-----------------|----------------|
| New York | 1,376,206 | 13,397,916 | 2,622,402 |
| Other ports | 1,225,313 | 7,356,426 | 1,122,959 |
| Total | 2,601,519 | 20,754,342 | 3,745,361 |
| Last year | 2,065,359 | 13,493,845 | 9,569,592 |

Bayfield and St. Croix Railroad.

This company was recently organized at Milwaukee by the election of the following directors: Gardner Colby, S. S. Farlow, J. C. Pratt, and J. W. Converse, Boston; E. G. Roberts, New York; Hon. H. D. Barron, St. Croix Falls; Dr. Samuel Wiley, St. Paul; W. H. Mower, Bayfield; Henry M. Rice, St. Paul. Subsequently the following officers were elected: Gardner Colby, President; Henry Rice, Vice President; E. G. Roberts, Treasurer; W. H. Mower, Secretary. The Milwaukee Sentinel says:

This road was chartered by the Legislature last winter, and at a meeting held at St. Croix about a month ago every dollar of the stock was taken by Eastern capitalists. This important railway will

run from St. Croix Falls, at the head of navigation on the St. Croix river, to Bayfield, a distance of one hundred miles. It has a splendid land grant of its own, but runs through the large tracts of land purchased from the state by Caleb Cushing of Massachusetts, the Hon. H. D. Barron, and others. The road is one of great importance to the northern section of the state not heretofore accessible to railroads. The readiness with which all the stock of this road was taken shows its importance.

Baltimore and Eastern Shore Railroad Connections.

We are at last enabled to give a more comprehensive view of the route of the proposed railroad from Swann Point to Salisbury, including its distance, and the difference in favor of the new road. Nor do we think the opposition, if any there be, can produce anything to counterbalance the advantages this road presents, or the benefits likely to accrue from its completion.

Commencing at Salisbury, with 55 miles of railroad now built and in operation below that place, viz: 32 miles of the Eastern Shore and 23 of the Wicomico and Pocomoke Road, both of which are having additions made to them, it crosses the Dorchester and Delaware Road at Federalsburg, and the Maryland and Delaware Road at Greensboro; also crosses the Kent and Queen Anne's Road near the Hewett farm. The distance by this route is 66½ miles to Chestertown, there connecting with the Kent County Railroad, 12½ miles to Rock Hall, making a distance of 79 miles by rail, and 20 miles by steamer to Baltimore, or a total distance of 99 miles against 173 miles by way of the Delaware Railroad to Wilmington and the Philadelphia, Wilmington and Baltimore Railroad to Baltimore—thus showing a saving of 74 miles from Salisbury to Baltimore. The route passes, for the most part, a fertile section of country, which is at present destitute of railroad or water communication, except where it crosses rivers or railroads at right angles.

The estimated cost of this road is \$950,000, or about \$14,000 per mile. This covers everything complete and ready for the rolling stock, including depot buildings, &c.—Denton (Md.) Union.

Debt of Arkansas.

Yesterday the Governor gave the final directions for the completion of the funding of the entire public debt of the State, including the Holford Bonds. Action upon these bonds has been delayed thus far on account of his desire to review the whole question before taking final action, as also on account of his illness of the last two weeks.

After a careful reinvestigation on this subject, it is gratifying to learn that there is not even a shadow of foundation in fact or law to justify the cloud which remnants of the old party of repudiation have so zealously attempted to raise. This action, of course, will receive their loudest condemnation, but their hue and cry will not have any effect upon either party, for we know that nineteen-twentieths of the people of Arkansas are fully alive to the importance of sustaining the public credit at all hazards, and will join hands on this one point, however much they may differ on political questions.

This is indeed a new era for Arkansas. The interest on the bonds issued in aid of railroads will be promptly met. The money is already deposited in New York to meet the first installment in October, and ample provisions will be made for succeeding payments. The slight additional tax required to pay the interest and principal of our comparatively small debt will be repaid more than a thousand fold in the benefits following the rapid completion of our public improvements, which depend so largely upon our public credit.—Little Rock Republican, Sept. 21.

Ten miles of the Port Huron and Lake Michigan Railroad is in operation and the prospect now is that it will be completed to Capac, 29 miles west of Port Huron by October 4.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

| Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. |
|-----------------------------------|--------------------|-------------------|------------------------|-----------------------------------|--------------------|-------------------|------------------------|-----------------------------------|--------------------|-------------------|------------------------|
| Albany & Susquehanna...100 | \$1,774,824 | J. & J. | Jul. '09 | Hartford and New Haven...100 | 3,300,000 | J. A. J. & O. | Oct. '09 | Port., Saco & Portland...100 | \$1,500,000 | J. & D. | Jun. '09 |
| American Central...100 | 1,800,000 | J. & J. | Jul. '09 | Hannibal and St. Joseph...100 | 1,900,000 | J. & J. | Jul. '09 | Providence & Worcester...100 | 1,800,000 | J. & J. | Jul. '09 |
| Atlanta and West Point...100 | 2,222,200 | J. & J. | Jul. '09 | Do. do. pref. 100 | 5,238,830 | M. & N. | May '09 | Raleigh and Gaston...100 | 2,100,000 | A. & O. | Oct. '09 |
| Atlantic & N. Carolina...100 | 5,545,225 | J. & J. | Jul. '09 | Hanover Branch, Pa...50 | 116,850 | J. & J. | Jul. '09 | Rensselaer and Saratoga...100 | 2,100,000 | A. & O. | Oct. '09 |
| Atlantic & Gt. Western...50 | 25,878,922 | J. & J. | Jul. '09 | Housatonic...100 | 820,000 | J. & J. | Jul. '09 | Richmond and Danville...100 | 2,000,000 | J. & J. | Jul. '09 |
| Do. pref. 50 | 1,919,000 | J. & J. | Jul. '09 | Do. pref. 100 | 1,180,000 | A. & O. | Oct. '09 | Richmond and Petersburg...100 | 847,100 | J. & J. | Jul. '09 |
| Atlantic & St. Lawrence...100 | 2,494,900 | J. & J. | Jul. '09 | Hudson River...100 | 13,382,700 | J. & J. | Jul. '09 | Rich. Fred. and Potomac...100 | 1,041,800 | J. & J. | Jul. '09 |
| Augusta and Savannah...100 | 783,700 | J. & J. | Jul. '09 | Huntingdon & B'd Top...50 | 494,380 | J. & J. | Jul. '09 | Rockport...100 | 88,400 | J. & J. | Jul. '09 |
| Baltimore and Ohio...100 | 10,182,902 | A. & O. | Apr. '09 | Do. pref. 50 | 190,750 | J. & J. | Jun. '09 | Rome, Watert. and Ognb...100 | 2,400,000 | J. & J. | Jul. '09 |
| Do. Washington Br...100 | 2,640,000 | A. & O. | Apr. '09 | Illinois Central...100 | 23,415,780 | F. & A. | Aug. '09 | Rutland preferred...100 | 1,000,000 | F. & A. | Feb. '09 |
| Baltimore City Passenger...100 | 670,000 | F. & A. | Aug. '09 | Indianapolis, Cin. & Lafay...50 | 6,186,897 | M. & S. | Sep. '09 | St. L. Alf. and T. Haute...100 | 2,300,000 | J. & J. | Jul. '09 |
| Bay de Noquet & Marq...100 | 1,280,000 | A. & O. | Apr. '09 | Jeffersonv. Mad. & Ind...50 | 2,000,000 | J. & J. | Jan. '09 | St. L. Alf. and T. Haute...100 | 2,300,000 | J. & J. | Jul. '09 |
| Bellefontaine line...100 | 4,420,000 | F. & A. | Feb. '09 | Joliet and Chicago...100 | 1,600,000 | J. A. J. & O. | Apr. '09 | Sandusky and Cincinnati...100 | 2,089,000 | M. & N. | May '09 |
| Belvidere Delaware...100 | 994,250 | J. & J. | Oct. '09 | Joliet & North. Indiana...100 | 300,000 | J. & J. | Jul. '09 | Sandusky and Cincinnati...100 | 2,089,000 | M. & N. | May '09 |
| Berkshire...50 | 600,000 | J. A. J. & O. | Oct. '09 | Lake Shore & Mich. So...100 | 35,000,000 | F. & A. | Aug. '09 | Sandusky and Cincinnati...100 | 2,089,000 | M. & N. | May '09 |
| Bloomington & Corning...50 | 250,000 | J. & D. | Jun. '09 | Do. guar. 100 | 633,500 | F. & A. | Aug. '09 | Sand. Mansf. and Newark...100 | 901,341 | J. & J. | Jul. '09 |
| Boston and Albany...100 | 18,775,100 | J. & J. | Jul. '09 | Lackawanna & Bloomb...50 | 1,325,000 | J. & J. | Jul. '09 | Savannah and Charleston...100 | 1,000,000 | J. & J. | Jul. '09 |
| Boston and Chelsea...100 | 110,000 | A. & O. | Oct. '09 | Leeds and Farmington...50 | 1,325,000 | J. & J. | Jul. '09 | Schuykill and Susqueh...100 | 1,309,180 | J. & J. | Jul. '09 |
| Boston and Concord...100 | 459,400 | M. & N. | May '09 | Lehigh and Mahanoy...50 | 2,188,868 | J. & J. | Jan. '09 | Second and Third St. (Ph.)...50 | 203,767 | J. & J. | Jan. '09 |
| Do. do. pref. 100 | 1,340,400 | M. & N. | May '09 | Lehigh and Susquehanna...50 | 8,739,800 | M. & N. | May '09 | Schuykill Valley...50 | 576,060 | J. & J. | Jan. '09 |
| Boston and Lowell...100 | 1,691,500 | J. & D. | Jun. '09 | Lehigh Valley...50 | 16,731,400 | J. A. J. & O. | Oct. '09 | Seaboard and Roanoke...100 | 868,200 | A. & O. | Oct. '09 |
| Boston and Maine...100 | 4,976,974 | J. & J. | Jul. '09 | Lehigh Luzerne...50 | 844,850 | J. & J. | Jan. '09 | Second Avenue (N. Y.)...100 | 670,000 | F. & A. | Feb. '09 |
| Boston and Providence...100 | 3,300,000 | J. & J. | Jul. '09 | Lexington & Frankfort...100 | 814,046 | J. & J. | Jan. '09 | Shamokin V. and Pottav...50 | 869,450 | F. & A. | Feb. '09 |
| Broadway (South Boston)...50 | 400,000 | J. A. J. & O. | Oct. '09 | Little Miami...100 | 3,572,400 | J. & J. | Jan. '09 | Shore Line...100 | 638,200 | J. & J. | Jan. '09 |
| Broadway & 7th Av. (N. Y.)...100 | 2,100,000 | J. & J. | Jun. '09 | L. M. & C. and X. (Joint)...100 | 1,804,397 | J. & D. | Jun. '09 | Sixth Avenue (N. Y.)...100 | 750,000 | M. & N. | May '09 |
| Brooklyn City...100 | 1,000,000 | F. M. A. N. | Aug. '09 | Little Schuylkill...100 | 2,646,100 | J. & J. | Jul. '09 | Somerville...100 | 76,000 | M. & N. | May '09 |
| Brooklyn City & Pitts...100 | 1,100,000 | J. & J. | Jul. '09 | Lomb. and South St. (Ph.)...25 | 90,000 | F. M. A. N. | Aug. '09 | South Carolina...100 | 5,819,275 | J. & J. | Jul. '09 |
| Buffalo, Bradford & New...100 | 960,000 | M. & N. | May '09 | Long Island...50 | 8,000,000 | F. M. A. N. | Aug. '09 | South Shore...100 | 259,685 | J. & J. | Jul. '09 |
| Bull. New York & Erie...100 | 6,000,000 | M. & N. | May '09 | Long Branch & Sea Shore...50 | 95,194 | N. Y. & N. J. | Nov. '09 | South Western, Georgia...100 | 3,203,400 | F. & A. | Aug. '09 |
| Buffalo and Erie...100 | 737,800 | A. & O. | Oct. '09 | Louisv. Cin. and Lex. pr. 100 | 211,122 | J. & J. | Jan. '09 | Staten Island...100 | 660,000 | J. & J. | Jul. '09 |
| Cambridge Horse (Boston)...100 | 5,040,000 | F. & A. | Aug. '09 | Louisville and Frankfort...100 | 1,109,594 | J. & J. | Jan. '09 | Stony Brook...100 | 267,800 | M. & N. | May '09 |
| Camden and Amboy...100 | 900,000 | F. & A. | Aug. '09 | Louisville and Nashville...100 | 7,899,186 | F. & A. | Feb. '09 | Steuensville and Indiana...100 | 1,988,141 | J. & J. | Jul. '09 |
| Camden and Atlantic pref. 50 | 331,000 | J. & J. | Jul. '09 | Louisv. N. Alb. & Chicago...100 | 2,800,000 | A. & O. | Apr. '09 | Stockbridge & Pittsfield...100 | 448,700 | F. & A. | Aug. '09 |
| Camden & Burlington Co. 100 | 331,000 | J. & J. | Jul. '09 | Lowell and Lawrence...100 | 200,000 | A. & O. | Apr. '09 | Summit Branch...50 | 250,000 | F. & A. | Aug. '09 |
| Cape Cod...50 | 321,920 | J. & J. | Jul. '09 | Macon and Western...100 | 2,000,000 | J. & J. | Jun. '09 | Syr. Bingham. and N. Y. 100 | 1,314,130 | J. & J. | Jul. '09 |
| Cape May and Millville...100 | 447,000 | J. & D. | Jun. '09 | Mahanoy & B'd Mount...50 | 1,076,915 | M. & N. | May '09 | Taunton Branch...100 | 260,000 | J. & J. | Jul. '09 |
| Catawissa...50 | 1,160,000 | M. & N. | May '09 | Maine Central...100 | 1,600,000 | M. & N. | May '09 | Tennessee and Alabama...100 | 596,920 | J. & J. | Jul. '09 |
| Catawissa pref. 50 | 2,300,000 | J. & J. | Jul. '09 | Manchester & Lawrence...100 | 1,000,000 | M. & N. | May '09 | Terre Haute and Indiana...100 | 1,988,150 | J. & J. | Jul. '09 |
| Cayuga & Susquehanna...50 | 589,110 | M. & N. | May '09 | Marietta & Cincinnati...100 | 3,618,374 | M. & S. | Sep. '09 | Third Avenue (N. Y.)...100 | 1,750,000 | J. & J. | Jul. '09 |
| Cedar Rapids & Mo. pref. 100 | 4,666,000 | J. & J. | Jul. '09 | Do. 1st pref. 50 | 6,686,135 | M. & S. | Sep. '09 | Thirtieth and Fif. (Ph.)...50 | 1,700,000 | J. & J. | Jul. '09 |
| Central of Georgia...100 | 16,000,000 | J. & J. | Jul. '09 | Do. 2d pref. 50 | 4,061,744 | M. & S. | Sep. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Central of New Jersey...100 | 2,900,000 | J. & J. | Dec. '09 | Memphis and Charleston...100 | 5,312,725 | M. & S. | Mar. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Central Ohio...100 | 400,000 | J. & D. | Jun. '09 | Memphis and Ohio...100 | 570,000 | J. & J. | Jul. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Do. pref. 100 | 970,000 | J. & D. | Jun. '09 | Metropolitan (Boston)...100 | 1,250,000 | J. & J. | Jul. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Gen. Park, N. & E. River...100 | 380,000 | J. A. J. & O. | Oct. '09 | Michigan Central...100 | 11,197,348 | J. & J. | Jul. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Chesapeake...100 | 2,017,825 | J. & J. | Jul. '09 | Middlesex (Boston)...100 | 400,000 | A. & O. | Oct. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Cheshire, preferred...100 | 5,141,800 | M. & S. | Sep. '09 | Mill Creek and Minehill...50 | 323,375 | A. & O. | Jan. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Chicago and Alton...100 | 2,428,400 | M. & S. | Sep. '09 | Millville and Glassboro...100 | 405,020 | F. & A. | Aug. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Chicago, Burl. & Quincy...100 | 13,828,025 | M. & S. | Sep. '09 | Milw. & Prairie du Chien...100 | 1,151,000 | J. & J. | Jun. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Chicago, Iowa & Nebraska...100 | 2,900,000 | J. & J. | Jul. '09 | Do. 1st pref. 100 | 8,188,272 | J. & J. | Jun. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Chicago and Milwaukee...100 | 2,277,000 | J. & J. | Jul. '09 | Do. pref. 100 | 2,776,400 | J. & J. | Jul. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Chicago & N. Western...100 | 14,590,162 | J. & D. | Jun. '09 | Mobile and Ohio...100 | 3,762,400 | J. & J. | Jul. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Do. pref. 100 | 18,159,097 | J. & D. | Jun. '09 | Montgomery & W. Point...100 | 1,644,100 | J. & D. | Dec. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Chicago, R. I. & Pacific...100 | 14,000,000 | Apr. '09 | Apr. '09 | Morris and Essex...100 | 3,618,350 | J. & J. | Jan. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Cin. Ham. & Dayton...100 | 8,621,664 | Apr. '09 | Apr. '09 | Mt. Carbon & Pt. Carbon...50 | 282,350 | J. & J. | Jan. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Cincinnati City Passenger...100 | 1,000,000 | J. & J. | Jul. '09 | Nashua and Lowell...100 | 720,000 | M. & N. | May '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Do. Street...100 | 1,000,000 | J. & J. | Jul. '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Citizens Passenger (Phil.)...100 | 192,750 | J. & J. | Jul. '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Clev. Col. Cin. & Ind...100 | 10,450,000 | M. & N. | May '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Cleveland & Mahoning...50 | 2,056,400 | M. & N. | May '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Cleveland and Pittsburgh...50 | 5,958,775 | J. A. J. & O. | Oct. '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Cleveland and Toledo...50 | 8,000,000 | F. & A. | Aug. '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Columbus and Xenia...50 | 11,420,000 | J. & J. | Jul. '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Concord...50 | 1,786,300 | J. & J. | Jul. '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Concord & Ports...100 | 1,500,000 | M. & N. | May '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Concord & Ports...100 | 1,500,000 | M. & N. | May '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Concord & Ports...100 | 1,500,000 | M. & N. | May '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Concord & Ports...100 | 1,500,000 | M. & N. | May '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Concord & Ports...100 | 1,500,000 | M. & N. | May '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Concord & Ports...100 | 1,500,000 | M. & N. | May '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Concord & Ports...100 | 1,500,000 | M. & N. | May '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Concord & Ports...100 | 1,500,000 | M. & N. | May '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Concord & Ports...100 | 1,500,000 | M. & N. | May '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Concord & Ports...100 | 1,500,000 | M. & N. | May '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Concord & Ports...100 | 1,500,000 | M. & N. | May '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Concord & Ports...100 | 1,500,000 | M. & N. | May '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Concord & Ports...100 | 1,500,000 | M. & N. | May '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Concord & Ports...100 | 1,500,000 | M. & N. | May '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Concord & Ports...100 | 1,500,000 | M. & N. | May '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Concord & Ports...100 | 1,500,000 | M. & N. | May '09 | Nashville & Chattanooga...100 | 2,066,544 | F. & A. | Feb. '09 | Tol. Peoria and Warsaw...100 | 2,700,000 | J. & J. | Jul. '09 |
| Concord & Ports...100 | 1,500,000 | M. & N. | May '09 | Nashville | | | | | | | |

RAILROAD EARNINGS—MONTHLY.

| | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|
| Atlantic and Great Western: | | | | | | | | | | | | | |
| 1906..... | 475,641 | 433,279 | 385,901 | 412,521 | 404,507 | 493,248 | 406,899 | 548,589 | 533,160 | 599,670 | 474,056 | 388,573 | 5,096,119 |
| 1907..... | 377,852 | 380,190 | 489,555 | 407,018 | 465,102 | 383,396 | 401,550 | 461,879 | 483,177 | 474,134 | 360,641 | ..... | 5,167,371 |
| 1908..... | 404,467 | 393,251 | 408,947 | 388,654 | 355,255 | 350,184 | 348,325 | 418,484 | 480,430 | 404,378 | 455,910 | ..... | ..... |
| Chicago and Alton: | | | | | | | | | | | | | |
| 1906..... | 109,850 | 101,355 | 104,372 | 122,084 | 132,301 | 145,542 | 149,137 | 187,948 | 170,044 | 170,910 | 156,869 | 153,294 | 1,673,706 |
| 1907..... | 100,991 | 154,418 | 195,803 | 162,723 | 178,786 | 206,090 | 224,257 | 312,165 | 354,554 | 320,879 | 307,803 | 252,015 | 2,770,484 |
| 1908..... | 280,503 | 275,283 | 299,063 | 258,480 | 322,278 | 355,270 | 335,985 | 409,251 | 401,280 | 357,956 | 307,919 | 236,824 | 3,440,092 |
| 1906..... | 226,153 | 222,241 | 290,111 | 269,249 | 329,851 | 371,544 | 321,597 | 387,269 | 322,638 | 360,223 | 323,030 | 271,247 | 3,895,163 |
| 1907..... | 243,787 | 157,832 | 235,961 | 282,165 | 335,510 | 342,358 | 354,244 | 415,982 | 408,999 | 428,752 | 359,102 | 330,169 | 3,892,861 |
| 1908..... | 276,117 | 275,140 | 267,094 | 279,121 | 303,342 | 384,504 | 404,012 | 558,101 | 486,196 | 508,748 | 409,569 | 361,701 | 4,508,643 |
| 1909..... | 339,762 | 304,828 | 393,949 | 331,149 | 345,556 | 391,685 | 353,736 | 501,867 | ..... | ..... | ..... | ..... | ..... |
| Chicago, Rock Island and Pacific: | | | | | | | | | | | | | |
| 1906..... | 140,024 | 130,225 | 122,512 | 128,798 | 144,995 | 170,937 | 139,142 | 160,306 | 210,729 | 216,080 | 196,435 | 301,134 | 1,969,297 |
| 1907..... | 158,735 | 175,482 | 243,150 | 185,013 | 198,779 | 243,178 | 224,980 | 307,874 | 375,890 | 324,365 | 336,617 | 321,087 | 3,095,470 |
| 1908..... | 305,554 | 246,331 | 289,403 | 196,580 | 234,612 | 321,818 | 244,121 | 306,231 | 389,489 | 307,523 | 270,073 | 201,779 | 3,313,514 |
| 1906..... | 241,395 | 183,385 | 257,230 | 209,099 | 277,508 | 306,693 | 238,926 | 317,977 | 400,941 | 428,474 | 345,028 | 260,268 | 3,466,928 |
| 1907..... | 292,047 | 224,621 | 272,454 | 268,369 | 297,625 | 276,681 | 297,513 | 444,024 | 566,403 | 599,549 | 442,275 | 377,033 | 4,358,614 |
| 1908..... | 308,587 | 297,464 | 276,431 | 301,952 | 316,709 | 378,436 | 341,885 | 568,380 | 558,387 | 591,300 | 424,549 | 433,435 | 4,797,464 |
| 1909..... | 351,767 | 319,441 | 645,789 | 362,900 | 419,100 | 508,000 | 440,300 | 480,900 | ..... | ..... | ..... | ..... | ..... |
| Chicago and Northwestern: | | | | | | | | | | | | | |
| 1906..... | 273,876 | 317,839 | 390,355 | 421,363 | 466,830 | 556,145 | 480,710 | 519,306 | 609,005 | 729,759 | 716,378 | 563,400 | 6,114,566 |
| 1907..... | 541,005 | 492,164 | 499,296 | 468,358 | 585,623 | 747,942 | 702,691 | 787,508 | 946,707 | 932,683 | 754,671 | 547,842 | 7,976,490 |
| 1908..... | 523,566 | 399,917 | 523,745 | 537,519 | 858,948 | 925,983 | 808,524 | 797,475 | 1,000,096 | 1,200,216 | 1,010,892 | 712,359 | 6,299,430 |
| 1906..... | 696,147 | 574,694 | 765,398 | 774,279 | 895,712 | 895,658 | 888,214 | 1,063,236 | 1,448,942 | 1,541,057 | 1,211,530 | 879,900 | 11,632,737 |
| 1907..... | 724,890 | 807,478 | 850,192 | 1,094,597 | 1,211,150 | 1,180,933 | 1,076,674 | 1,251,940 | 1,507,479 | 1,670,067 | 1,107,084 | 1,001,987 | 13,384,471 |
| 1908..... | 892,002 | 830,296 | 1,142,166 | 1,112,100 | 1,268,444 | 1,258,284 | 1,167,156 | 1,082,314 | ..... | ..... | ..... | ..... | ..... |
| Erie: | | | | | | | | | | | | | |
| 1906..... | 1,185,746 | 987,936 | 1,070,917 | 1,153,441 | 1,101,632 | 1,243,636 | 1,208,243 | 1,295,400 | 1,416,101 | 1,476,244 | 1,416,001 | 1,041,116 | 14,596,413 |
| 1907..... | 906,759 | 917,639 | 1,139,528 | 1,217,143 | 1,122,140 | 1,118,731 | 1,071,312 | 1,239,024 | 1,444,745 | 1,498,716 | 1,421,881 | 1,041,646 | 14,139,264 |
| 1908..... | 1,031,320 | 901,752 | 1,136,994 | 1,263,742 | 1,163,612 | 1,089,005 | 1,093,043 | ..... | ..... | ..... | ..... | ..... | ..... |
| Illinois Central: | | | | | | | | | | | | | |
| 1906..... | 190,130 | 236,637 | 181,084 | 191,648 | 206,246 | 209,282 | 261,070 | 362,786 | 414,543 | 410,536 | 372,593 | 359,463 | 3,445,827 |
| 1907..... | 299,944 | 271,085 | 275,643 | 289,224 | 334,687 | 407,992 | 343,929 | 511,305 | 478,576 | 496,433 | 437,679 | 424,531 | 4,571,028 |
| 1908..... | 327,900 | 416,588 | 459,762 | 423,797 | 406,373 | 510,100 | 423,578 | 640,179 | 799,236 | 661,891 | 657,141 | 603,402 | 6,329,447 |
| 1906..... | 517,536 | 528,972 | 616,665 | 516,008 | 490,573 | 617,682 | 578,403 | 747,469 | 739,736 | 641,589 | 643,887 | 518,088 | 7,181,206 |
| 1907..... | 603,053 | 505,296 | 505,465 | 411,605 | 569,250 | 567,679 | 480,626 | 578,253 | 571,348 | 661,971 | 588,219 | 504,086 | 6,546,741 |
| 1908..... | 647,120 | 524,871 | 417,071 | 440,271 | 477,027 | 516,493 | 525,242 | 709,327 | 738,530 | 823,901 | 727,810 | 618,329 | 7,160,992 |
| 1906..... | 587,443 | 536,165 | 444,443 | 518,800 | 572,551 | 649,710 | 649,710 | 794,325 | 889,967 | 931,530 | 685,401 | 681,941 | 7,817,029 |
| 1907..... | 681,656 | 558,783 | 711,559 | 595,855 | 655,047 | 740,949 | 661,794 | 790,322 | ..... | ..... | ..... | ..... | ..... |
| Marietta and Cincinnati: | | | | | | | | | | | | | |
| 1906..... | 90,411 | 85,447 | 84,351 | 81,181 | 90,388 | 108,373 | 98,043 | 106,921 | 104,866 | 113,504 | 112,952 | 123,802 | 1,201,239 |
| 1907..... | 94,136 | 78,970 | 92,910 | 92,768 | 90,526 | 96,535 | 106,594 | 114,716 | 121,217 | 142,823 | 132,387 | 123,383 | 1,278,713 |
| 1908..... | 92,433 | 81,599 | 98,482 | 108,461 | 95,416 | 95,924 | 108,413 | 126,556 | 121,519 | 125,065 | 110,169 | 127,408 | 1,234,096 |
| 1909..... | 98,517 | 91,666 | 103,558 | 109,526 | 111,033 | 118,648 | 114,496 | 129,388 | ..... | ..... | ..... | ..... | ..... |
| Michigan Southern & Northern Indiana: | | | | | | | | | | | | | |
| 1906..... | 248,764 | 230,508 | 557,227 | 268,613 | 264,935 | 241,236 | 189,145 | 238,012 | 308,106 | 375,567 | 382,300 | 348,048 | 3,302,543 |
| 1907..... | 304,445 | 338,454 | 330,651 | 267,126 | 315,258 | 278,891 | 358,862 | 402,219 | 407,107 | 448,934 | 411,806 | 411,806 | 4,120,162 |
| 1908..... | 363,996 | 366,361 | 413,974 | 365,180 | 351,489 | 387,095 | 301,613 | 418,575 | 486,808 | 524,790 | 495,072 | 351,790 | 4,826,727 |
| 1906..... | 277,234 | 277,234 | 412,715 | 413,970 | 418,024 | 384,684 | 338,858 | 384,401 | 429,177 | 496,655 | 429,546 | 352,218 | 4,650,328 |
| 1907..... | 305,857 | 311,088 | 395,372 | 409,248 | 357,749 | 307,968 | 313,130 | 434,318 | 488,388 | 530,871 | 429,785 | 380,034 | 4,663,506 |
| 1908..... | 338,021 | 338,335 | 378,735 | 452,429 | 399,300 | 365,117 | 308,502 | 437,600 | 521,326 | 543,886 | 436,399 | 437,503 | 4,951,153 |
| 1909..... | 385,901 | 357,409 | 463,481 | 473,544 | 445,792 | 408,139 | 727,045* | 828,777* | ..... | ..... | ..... | ..... | ..... |
| Michigan Central: | | | | | | | | | | | | | |
| 1906..... | 230,150 | 159,658 | 151,902 | 175,696 | 186,039 | 174,002 | 172,189 | 216,624 | 295,956 | 322,369 | 307,474 | 258,634 | 2,650,702 |
| 1907..... | 242,073 | 245,858 | 236,432 | 236,453 | 206,221 | 193,328 | 215,449 | 308,168 | 375,488 | 339,794 | 306,186 | 316,066 | 3,168,066 |
| 1908..... | 252,435 | 278,848 | 348,800 | 338,276 | 271,553 | 265,780 | 263,244 | 346,781 | 408,445 | 410,802 | 405,510 | 376,470 | 3,970,946 |
| 1906..... | 306,324 | 349,137 | 344,228 | 337,241 | 401,456 | 365,663 | 329,105 | 418,501 | 476,661 | 400,694 | 447,070 | 325,870 | 4,520,550 |
| 1907..... | 282,439 | 265,796 | 337,158 | 343,737 | 365,190 | 335,083 | 324,986 | 350,646 | 429,161 | 493,640 | 414,604 | 308,669 | 4,260,115 |
| 1908..... | 304,095 | 283,661 | 375,210 | 362,783 | 333,952 | 284,977 | 313,021 | 398,993 | 464,778 | 506,296 | 412,934 | 330,373 | 4,371,073 |
| 1906..... | 343,316 | 304,315 | 326,890 | 415,758 | 389,236 | 325,501 | 321,013 | 392,942 | 456,973 | 511,820 | 410,826 | 390,671 | 4,569,251 |
| 1907..... | 384,120 | 320,636 | 386,527 | 411,514 | 403,646 | 366,623 | 329,950 | 353,569 | ..... | ..... | ..... | ..... | ..... |
| Milwaukee and St. Paul: | | | | | | | | | | | | | |
| 1906..... | 319,763 | 240,755 | 261,143 | 316,266 | 401,900 | 369,356 | 365,412 | 350,565 | 751,738 | 1,101,771 | 775,616 | 438,323 | 5,683,608 |
| 1907..... | 369,228 | 321,203 | 333,508 | 436,412 | 565,718 | 458,191 | 423,398 | 522,682 | 1,024,045 | 1,037,464 | 556,917 | 468,880 | 6,517,646 |
| 1908..... | 454,130 | 330,233 | 420,774 | 400,287 | 630,844 | 678,800 | 598,341 | 525,363 | ..... | ..... | ..... | ..... | ..... |
| New York Central: | | | | | | | | | | | | | |
| 1906..... | 957,869 | 613,381 | 955,659 | 1,346,734 | 1,255,521 | 1,132,701 | 1,162,024 | 1,496,752 | 1,524,434 | 1,526,839 | 1,496,356 | 1,117,858 | 14,575,128 |
| 1907..... | 1,086,300 | 895,887 | 1,135,745 | 1,190,491 | 1,170,415 | 1,084,583 | 1,135,461 | 1,285,911 | 1,480,929 | 1,530,518 | 1,211,108 | 935,857 | 14,143,216 |
| 1908..... | 901,571 | 845,853 | 1,075,773 | 1,227,286 | 1,093,731 | 934,536 | 1,101,693 | 1,388,915 | 1,732,673 | ..... | ..... | ..... | ..... |
| Ohio and Mississippi: | | | | | | | | | | | | | |
| 1906..... | 210,329 | 200,466 | 309,261 | 209,444 | 224,963 | 223,242 | 268,177 | 302,596 | 332,400 | 278,006 | 346,243 | 275,950 | 3,311,077 |
| 1907..... | 259,233 | 239,139 | 313,914 | 271,527 | 290,916 | 304,463 | 349,285 | 344,700 | 360,344 | 372,618 | 412,553 | 284,319 | 3,793,005 |
| 1908..... | 267,541 | 246,109 | 326,236 | 277,424 | 283,130 | 253,925 | 247,262 | 305,454 | 278,701 | 310,762 | 302,426 | 281,613 | 3,380,593 |
| 1906..... | 242,793 | 219,065 | 279,647 | 284,729 | 282,939 | 240,135 | 224,633 | 322,521 | 366,371 | 379,367 | 338,066 | 272,053 | 3,459,371 |
| 1907..... | 211,973 | 231,351 | 265,995 | 252,149 | 271,082 | 194,455 | 287,557 | 307,122 | 283,329 | 274,637 | 233,861 | 236,041 | 2,964,041 |
| 1908..... | 180,306 | 216,090 | 221,459 | 214,409 | 218,039 | 223,230 | 192,364 | 275,230 | ..... | ..... | ..... | ..... | ..... |
| Philadelphia and Reading: | | | | | | | | | | | | | |
| 1906..... | 192,216 | 217,161 | 244,423 | 258,674 | 283,996 | 254,285 | 338,725 | 414,707 | 448,994 | 463,873 | 466,567 | 454,826 | 4 |

NATIONAL AND STATE SECURITIES.

| * Indicates that no interest is paid. | | Amounts outstanding. | Interest. | | When Payable. | Market Price. | * Indicates that no interest is paid. | | Amounts outstanding. | Interest. | | When Payable. | Market Price. |
|---|-------------|----------------------|---------------|----------|---------------|---------------|--|------------|----------------------|---------------|----------|---------------|---------------|
| | | | Rate. | Payable. | | | | | | Rate. | Payable. | | |
| National Securities, Sept. 1, 1869. | | | | | | | | | | | | | |
| Loan of June 14, 1868.....registered | 20,000,000 | 5 | Jan. & July. | 1874 | 118 1/2 | | Massachusetts—Western R. R. Loan, sterling | 3,575,696 | 5 | April & Oct. | 1869-70 | 111 1/2 | |
| Loan of June 22, 1860.....coupon | 7,022,000 | 5 | " | " | 1874 | 118 | —Troy and Greenfield Loan, stg. | 3,508,580 | 5 | " | " | " | |
| Loans of Feb. 8, July 1, Aug. 3, '61 registered | 282,732,000 | 5 | " | " | 1871 | 127 1/2 | —Eastern R. R. Loan.....dollar | 1,168,500 | 5 | " | " | " | |
| and March 3, 1863.....coupon | | 5 | " | " | 1871 | 119 | —Nor. & Wore. R. R. Loan..... | 200,000 | 5 | Jan. & July. | 1869-70 | 104 1/2 | |
| Oregon War Bonds of March 2, 1861..... | 945,000 | 5 | " | " | 1881 | 119 1/2 | —B. H. & Erie R. R. Loan, stg. | 290,400 | 5 | " | " | " | |
| Loan of Feb. 25, 1862 (5-20s).....registered | 514,771,600 | 5 | July. | 1881 | 117 | | —State Scrip (var.)..... | 171,000 | 5 | Various. | 1870 | | |
| Loan of March 3, 1864 (5-20s).....coupon | 23,882,500 | 5 | May & Nov. | 1882 | 119 1/2 | | —Union Fund Loan of 1861..... | 117,000 | 5 | April & Oct. | 1872 | | |
| Loan of June 30, 1864 (5-20s).....registered | 125,561,300 | 5 | " | " | 1882 | 119 | —Back Bay Loan of 1862-63..... | 125,000 | 5 | Various. | 1873 | | |
| Loan of March 3, 1865 (5-20s).....coupon | 203,327,250 | 5 | " | " | 1884 | 120 1/2 | —Bounty Fund Loan of 1863..... | 244,000 | 5 | June & Dec. | 1874 | | |
| 2d series (5-20s).....registered | 332,908,950 | 5 | " | " | 1884 | 118 | —War Fund 5-20 Loan..... | 162,000 | 5 | " | " | " | |
| 3d series (5-20s).....registered | 379,588,450 | 5 | " | " | 1884 | 118 | —Three Years' Loan..... | 50,000 | 5 | Jan. & July. | 1877 | | |
| 4th series (5-20s).....registered | 42,539,350 | 5 | " | " | 1885 | 119 1/2 | —Nebraska—Sault Canal Bonds..... | 200,000 | 5 | " | " | " | |
| Loan of March 3, 1864 (10-40s).....registered | 194,567,300 | 5 | Mar. & Sept. | 1904 | 100 1/2 | | —Renewal Loan..... | 650,000 | 5 | " | " | " | |
| Union Pacific R. R. Bonds.....(currency) | 60,860,320 | 5 | Jan. & July. | 1906-99 | 100 1/2 | | —Two Million Loan..... | 720,000 | 5 | " | " | " | |
| Certificates of Mar. 2, 1867, and July 2, 1868..... | 50,780,000 | 3 | " | Dem. | " | | —War Loan..... | 1,430,000 | 5 | " | " | " | |
| Navy Pension Fund of July 23, 1868..... | 14,000,000 | 3 | " | " | " | | —Bounty Loan..... | 600,000 | 5 | " | " | " | |
| Loans of 1842, 1847 and 1848..... | 78,850 | 5 | " | " | " | | —S. W. Pacific, guar..... | 220,000 | 5 | May & Nov. | 1880 | | |
| Texas Indemnity Bonds of Sept. 9, 1850..... | 242,000 | 5 | " | " | " | | —Han. and St. Jo. R. R. Loan..... | 200,000 | 5 | Jan. & July. | 1883 | | |
| Treasury Notes prior to 1857..... | 103,615 | 5 | " | " | " | | —Nebraska—(No Account)..... | 4,000,744 | 5 | May & Nov. | 1884 | | |
| Treasury Notes of 1857, '60, '61 and '63..... | 224,182 | 7 1/2 | " | " | " | | —Nevada—(No Account)..... | 4,379,500 | 5 | " | " | " | |
| Treasury Notes (7-30s)..... | 989,750 | var. | " | " | " | | —New Hampshire—War Loan of July 1, 1861..... | 888,000 | 5 | Jan. & July. | 1883 | | |
| Certificates of Indebtedness..... | 12,000 | 5 | " | " | " | | —of Sept. 1, 1864..... | 3,505,000 | 5 | Mar. & Sept. | 1886 | | |
| Compound Interest Notes of 1863 and 1864..... | 2,714,980 | 5 | " | " | " | | —of Oct. 1, 1865..... | 919,324 | 5 | Var. | 3 yrs. | | |
| Temporary Loan of June 30, 1864..... | 183,110 | var. | " | " | " | | —of July 1, 1866..... | 80,000 | 5 | Jan. & July. | 1879 | | |
| U. S. Notes (greenbacks)..... | 356,114,913 | var. | " | " | " | | —New Jersey—War Loan of 1861 (free)..... | 200,000 | 5 | " | " | " | |
| Fractional Currency..... | 30,711,800 | var. | " | " | " | | —of 1863 (free)..... | 1,728,000 | 5 | " | " | " | |
| State Securities, latest dates. | | | | | | | | | | | | | |
| Alabama—State Bonds..... | 168,900 | 5 | May & Nov. | 1872 | 64 | | —New York—General Fund Stocks..... | 1,089,800 | 5 | Jan. & July. | 1879 | | |
| —(extended)..... | 2,414,800 | 5 | " | " | " | | —Canal Stocks..... | 600,000 | 5 | Mar. & Sept. | 1878 | | |
| —(sterling)..... | 770,500 | 5 | Jan. & July. | 1870-85 | " | | —Bounty Stock..... | 600,000 | 5 | April & Oct. | 1878 | | |
| —(new)..... | 732,800 | 5 | " | " | " | | —North Carolina—State Bonds (old)..... | 1,267,000 | 5 | " | " | " | |
| Arkansas—State Bonds (Real Estate Bank)..... | 886,000 | 5 | April & Oct. | 1861 | " | | —(new)..... | 500,000 | 5 | Jan. & July. | 1869 | | |
| —(State Bank)..... | 440,000 | 5 | Jan. & July. | 1868 | " | | —Chatham R. R. (funding)..... | 1,599,800 | 5 | Jan. & July. | 1869 | | |
| California—Civil Bonds of 1867..... | 3,066,500 | 7 | Jan. & July. | 1877 | 128 | | —Ohio—State Loan (New York)..... | 1,002,900 | 5 | " | " | " | |
| —1860..... | 177,500 | 7 | " | " | " | | —Union Loan (Columbus)..... | 593,409 | 5 | " | " | " | |
| —Soldiers' Relief Bonds..... | 470,500 | 7 | " | " | " | | —Oregon—Bounty Bonds..... | 700,000 | 5 | J. A. J. & O. | 1870 | | |
| —Bounty Bonds..... | 982,000 | 7 1/2 | " | " | " | | —Relief Bonds..... | 800,000 | 5 | " | " | " | |
| Connecticut—War Bonds, My. '61 (10 or 20yr)..... | | 5 | Jan. & July. | 1871-81 | 98 1/2 | | —Pennsylvania—State Stocks..... | 1,189,781 | 5 | " | " | " | |
| —Oct. '61 (10 or 20yr)..... | | 5 | " | " | " | | —Bonds..... | 900,009 | 5 | " | " | " | |
| —Nov. 1863..... | | 5 | " | " | " | | —Coupons Loans..... | 348,107 | 5 | " | " | " | |
| —My. '64 (10 or 20yr)..... | 7,513,692 | 5 | April & Oct. | 1874-78 | 99 1/2 | | —Inclined Plane Loan..... | 2,607,300 | 5 | J. A. J. & O. | 1872 | | |
| —(various) registered..... | | 5 | Various. | Var. | " | | —Redemption Loan of 1867..... | 5,726,800 | 5 | " | " | " | |
| Florida—State Bonds..... | 500,000 | 7 | Jan. & July. | 1870 | 90 | | —Tennessee—State Bonds..... | 2,250,000 | 5 | " | " | " | |
| Georgia—State Bonds (W. & A. R. R.)..... | 100,000 | 7 | Jan. & July. | 1870 | 90 | | —Bonds..... | 500,000 | 5 | " | " | " | |
| —(Act March 12, 1866)..... | 3,164,500 | 5 | Jan. & July. | 1886 | " | | —Bounty Stock..... | 900,000 | 5 | " | " | " | |
| —(W. & A. R. R.)..... | 1,519,000 | 5 | May & Oct. | 1874-84 | 84 1/2 | | —North Carolina—State Bonds (old)..... | 2,035,800 | 5 | " | " | " | |
| —(Atl. and Gulf R. R.)..... | 75,000 | 5 | Feb. & Aug. | 1878-86 | " | | —(new)..... | 3,757,000 | 5 | Jan. & July. | 1871 | | |
| —(sterling)..... | 72,000 | 5 | Mar. & Sept. | 1869 | " | | —Chatham R. R. (funding)..... | 22,186,000 | 5 | " | " | " | |
| Illinois—New Internal Improvement Stock..... | 1,635,954 | 5 | Jan. & July. | 1870 | " | | —Ohio—State Loan (New York)..... | 8,511,000 | 5 | J. A. J. & O. | 1870 | | |
| —Interest Bonds..... | 996,649 | 5 | " | " | " | | —Union Loan (Columbus)..... | 3,059,045 | 5 | " | " | " | |
| —Liquidation Bonds..... | 193,400 | 5 | " | " | " | | —Oregon—Bounty Bonds..... | 3,020,000 | 5 | " | " | " | |
| —Refunded Stock..... | 985,900 | 5 | " | " | " | | —Relief Bonds..... | 2,439,900 | 5 | " | " | " | |
| —Thornton Loan Bonds..... | 104,000 | 5 | " | " | " | | —Pennsylvania—State Stocks..... | 2,439,900 | 5 | " | " | " | |
| —War Loan Bonds..... | 543,200 | 5 | " | " | " | | —Bonds..... | 2,026,171 | 5 | " | " | " | |
| —Ill. and Mich. Canal.....(sterling) | 792,222 | 5 | " | " | " | | —Coupons Loans..... | 1,600,000 | 5 | " | " | " | |
| —registered..... | 535,367 | 5 | " | " | " | | —Inclined Plane Loan..... | 4,095,309 | 5 | " | " | " | |
| Indiana—State Stock..... | 2,322,925 | 5 | Jan. & July. | 1866 | 97 1/2 | | —Redemption Loan of 1867..... | 2,400,000 | 5 | " | " | " | |
| —War Loan Bonds..... | 210,000 | 5 | May & Nov. | 1888 | " | | —Tennessee—State Bonds..... | 400,000 | 5 | May & Nov. | 1871 | | |
| Iowa—State Bonds of 1858..... | 200,000 | 7 | Jan. & July. | 1868 | " | | —Bonds..... | 94,015 | 5 | Jan. & July. | 1884 | | |
| —War and Defense Bonds of 1861..... | 300,000 | 7 | " | " | " | | —Coupons Loans..... | 82,142 | 5 | " | " | " | |
| Kansas—War Bonds, 1861-67..... | 750,000 | 5 | Jan. & July. | 1867-97 | " | | —Inclined Plane Loan..... | 2,797,910 | 5 | Various. | Due. | | |
| —Territorial Debt Bonds..... | 100,000 | 5 | July. | 1883-84 | " | | —Redemption Loan of 1867..... | 1,642,128 | 5 | Jan. & July. | 1870 | | |
| Kentucky—State Bonds..... | 1,421,000 | 5 | April & Oct. | 1871-72 | 100 | | —Tennessee—State Bonds..... | 4,724,000 | 5 | Various. | 1872-82 | | |
| —Military Bonds..... | 339,000 | 5 | May & Nov. | 1879 | " | | —Bonds..... | 112,000 | 5 | Jan. & July. | 1882 | | |
| Louisiana—State Bonds (Schools, &c.)..... | 635,500 | 5 | April & Oct. | 1869-73 | 94 | | —Inclined Plane Loan..... | 400,000 | 5 | April & Oct. | 1879 | | |
| —(Railroads)..... | 86,000 | 5 | Various. | 1880-93 | 94 | | —Redemption Loan of 1867..... | 4,907,150 | 5 | Feb. & Aug. | 1872 | | |
| —(Charity Hospital)..... | 1,000,000 | 5 | Mar. & Sept. | 1872 | " | | —Tennessee—State Bonds..... | 7,909,600 | 5 | " | " | " | |
| —(Levees)..... | 2,414,000 | 5 | Various. | 1886 | 60 | | —Bonds..... | 9,273,050 | 5 | " | " | " | |
| —(1867)..... | 3,000,000 | 5 | May & Nov. | 1907 | " | | —Military Loan..... | 910,200 | 5 | " | " | " | |
| —(1868)..... | | 5 | Various. | 1908 | 84 | | —Rhode Island—War Loan of 1861..... | 2,820,750 | 5 | " | " | " | |
| Maine—Civil Loans..... | 494,800 | 5 | Mar. & Sept. | 1869-74 | " | | —of 1862..... | 30,500 | 5 | April & Oct. | 1871 | | |
| —War Loan of 1861..... | 250,000 | 5 | Various. | 1875-78 | " | | —of 1863..... | 1,157,000 | 5 | Mar. & Sept. | 1882 | | |
| —1863..... | 171,000 | 5 | " | " | " | | —of 1863..... | 214,000 | 5 | April & Oct. | 1883 | | |
| —1864..... | 800,000 | 5 | Mar. & Sept. | 1883 | 99 | | —of 1864..... | 776,000 | 5 | Jan. & July. | 1893 | | |
| —Bounty Loan of 1863..... | 525,000 | 5 | June & Dec. | 1889 | 90 1/2 | | —South Carolina—Fire Loan, 1838..... | 881,000 | 5 | Feb. & Aug. | 1894 | | |
| Maryland—Sterling Bonds of 1858..... | 802,000 | 5 | Feb. & Aug. | 1880 | 92 1/2 | | —(stg.)..... | 314,454 | 5 | J. A. J. & O. | 1898 | | |
| —converted..... | 2,252,112 | 5 | J. A. J. & O. | 1865 | " | | —State House Loans..... | 484,445 | 5 | " | " | " | |
| —Currency Bonds of 1837..... | 1,214,580 | 5 | " | " | " | | —Blue Ridge R. R..... | 2,386,000 | 5 | Jan. & July. | 1871-90 | | |
| —1837..... | 269,000 | 5 | " | " | " | | —Funding Bonds..... | 1,000,000 | 5 | " | " | " | |
| —1834-35..... | 1,438,428 | 5 | " | " | " | | —Tennessee—State Bonds..... | 1,282,971 | 5 | " | " | " | |
| —1838-39..... | 525,008 | 5 | " | " | " | | —Bonds..... | 1,398,640 | 5 | April & Oct. | Var. | | |
| —1838-39..... | 46,233 | 5 | " | " | " | | —Railroad Loans..... | 289,160 | 5 1/2 | " | " | " | |
| —Defense Loan of 1864-68..... | 2,040,100 | 5 | " | " | " | | —Railroad Endorsements..... | 1,706,000 | 5 | " | " | " | |
| —Frisch Relief Loan of 1867..... | 100,000 | 5 | " | " | " | | —Funding Bonds..... | 25,903,000 | 5 | Jan. & July. | long. | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Interest Payable. | | | | | | | Interest Payable. | | | | | | |
|---|------------|-------|---------------|---------------|---------|--------|--|------------|-------|---------------|---------------|---------|--------|
| Description of Bonds. | Amount. | Rate. | When. | Where. | Due. | Price. | Description of Bonds. | Amount. | Rate. | When. | Where. | Due. | Price. |
| Adirondack: | | | | | | | Cape May and Millville: | | | | | | |
| 1st Mortgage..... | \$915,000 | 7 | Jan. & July. | New York. | 1886 | .... | 1st Mortgage..... | \$200,000 | 7 | April & Oct. | New York. | 1879 | .... |
| Albany and Susquehanna: | | | | | | | Catawissa: | | | | | | |
| 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1893 | .... | 1st Mortgage..... | 371,000 | 7 | Feb. & Aug. | Philadelphia. | 1882 | 97 |
| Albany City Loan..... | 1,000,000 | 6 | May & Nov. | " | 1895 | .... | Cedar Falls and Minnesota: | | | | | | |
| 2d Mortgage for \$2,000,000..... | 802,000 | 7 | April & Oct. | " | 1885 | 80 | 1st Mort. (C. F. to Waver. 14 m.)..... | 294,000 | 7 | April & Oct. | New York. | 1885 | .... |
| Allegheny Valley: | | | | | | | 1st Mort. (W. to Minn. L. 67 m.)..... | 1,407,000 | 7 | Jan. & July. | " | 1887 | .... |
| 1st Mortgage..... | 4,000,000 | 7.3 | April & Oct. | Pittsburg. | 1896 | .... | Cedar Rapids and Missouri River: | | | | | | |
| 2d Mortgage (floating funded)..... | | 7 | " | " | 18— | .... | 1st Mortgage..... | 3,586 | 7 | Jan. & July. | New York. | 1916 | 91 |
| Androscooggin: | | | | | | | Central Branch Union Pacific: | | | | | | |
| 1st Mortgage..... | 425,000 | 6 | April & Oct. | Portland. | 1890 | .... | 1st Mort. (Atchison & Pike's P.)..... | 1,000,000 | 6* | May & Nov. | New York. | '86-'90 | .... |
| Atlantic and Great Western: | | | | | | | 2d Mortgage Govern't subsidy..... | 1,000,000 | 6 | Jan. & July. | " | '85-'90 | .... |
| 1st Mortgage (New York)..... | | 7* | April & Oct. | London. | 1879 | .... | Central of Georgia: | | | | | | |
| 1st Mortgage (Pennsylvania)..... | | 7* | " | " | 1877 | .... | 1st Mortgage..... | 786,000 | 7 | March & Sept. | Savannah. | 1875 | 98 |
| 1st Mortgage (Ohio)..... | 6,000,000 | 7 | " | New York. | 1876 | .... | Central of New Jersey: | | | | | | |
| 1st Mortgage (Franklin Branch)..... | | 7* | June & Dec. | London. | 1882 | .... | 1st Mortgage..... | 900,000 | 7 | Feb. & Aug. | New York. | 1870 | 99 |
| 1st Mortgage (Buffalo Extension)..... | | 7* | April & Oct. | " | 1884 | .... | 2d Mortgage..... | 600,000 | 7 | May & Nov. | " | 1875 | .... |
| 1st Mortgage (Silver Creek Br.)..... | | 7* | March & Sept. | " | 1884 | .... | New Loan for \$5,000,000..... | 1,500,000 | 7 | Feb. & Aug. | " | 1890 | 97 |
| 2d Mortgage (New York)..... | | 7* | April & Oct. | New York. | 1881 | .... | Central Ohio: | | | | | | |
| 2d Mortgage (Pennsylvania)..... | 3,000,000 | 7* | " | London. | 1882 | .... | 1st Mortgage..... | 2,500,000 | 6 | March & Sept. | New York. | 1890 | 82 |
| 2d Mortgage (Ohio)..... | | 7* | Jan. & July. | " | 1883 | .... | Central Pacific of California: | | | | | | |
| 1st Consolidated Mortgage..... | 20,000,000 | 7* | April & Oct. | " | 1895 | .... | 1st Mortgage (on 725 m.) free..... | 22,789,000 | 6* | Jan. & July. | New York. | 1895 | 92* |
| 2d Consolidated Mortgage..... | 7,000,000 | 5* | " | " | 18— | .... | 2d Mortgage (paid by Cal.)..... | 1,500,000 | 7* | " | " | 1885 | 111* |
| Income Mortgage..... | 8,701,806 | 7 | " | " | 18— | .... | Convertible bonds..... | 1,500,000 | 7* | " | " | 1883 | 108* |
| Atlantic and Gulf: | | | | | | | National Loan..... | 22,789,000 | 6 | " | " | 1895 | .... |
| 1st Mortgage Consolidated..... | 2,000,000 | 7 | " | New York. | 1898 | .... | Charleston and Savannah: | | | | | | |
| Atlantic and St. Lawrence: | | | | | | | 1st Mortgage (guar. by S. Car.)..... | 505,000 | 6 | March & Sept. | Charleston. | 1877 | 40 |
| Portland City Loan (sfg fund)..... | 1,500,000 | 6 | Various. | B. & N. Y. | '68-'70 | .... | Charlotte and South Carolina: | | | | | | |
| 2d Mortgage..... | 1,614,500 | 6* | April & Oct. | Portland. | 1866 | .... | 1st Mortgage for \$500,000..... | 334,000 | 7 | Jan. & July. | New York. | 1880 | 62 |
| 2d Mortgage, sterling..... | 885,500 | 6* | " | London. | 1866 | .... | Cheraw and Darlington: | | | | | | |
| Sterling Loan..... | 484,000 | 6* | May & Nov. | " | 1878 | .... | 1st Mortgage..... | 150,000 | 7 | Jan. & July. | Charleston. | 1870 | .... |
| Baltimore and Ohio: | | | | | | | Chesapeake and Ohio (Va. Cent.): | | | | | | |
| Loan of 1834..... | 753,931 | 6 | J. A. J. & O. | Baltimore. | 1867 | .... | 1st Mortgage for \$10,000,000..... | | 8 | Jan. & July. | New York. | 1898 | .... |
| Loan of 1855..... | 863,250 | 6 | Jan. & July. | " | 1875 | 94 | Cheshire: | | | | | | |
| Loan of 1850..... | 579,500 | 6 | " | " | 1880 | 92* | Company bonds..... | 771,800 | 6 | Jan. & July. | Boston. | '75-'80 | 9 04 |
| Loan of 1853..... | 1,710,500 | 6 | April & Oct. | " | 1885 | 95* | Chester Valley: | | | | | | |
| Baltimore City Loan of 1855..... | 5,000,000 | 6 | Jan. & July. | " | 1890 | .... | 1st Mortgage..... | 500,000 | 7 | May & Nov. | Philadelphia. | 1872 | 5 14 |
| Northwestern Va. R. R. 2d Mort. | 481,500 | 6 | " | " | 1873 | .... | Chicago and Alton: | | | | | | |
| Northwestern Va. R. R. 3d Mort. | 155,000 | 6 | " | " | 1885 | .... | 1st Mortgage, pref. sinking fund..... | 402,000 | 7 | May & Nov. | New York. | 1877 | 98 |
| Bay de Noquet and Marquette: | | | | | | | 1st Mortgage..... | 2,400,000 | 7 | Jan. & July. | " | 1893 | 100 |
| Bay de Noquet Income..... | 250,000 | 8 | April & Oct. | New York. | '70-'71 | .... | Income bonds (2d Mortgage)..... | 1,100,000 | 7 | April & Oct. | " | 1883 | 93 |
| Bellefontaine: | | | | | | | Chicago, Burlington and Quincy: | | | | | | |
| 1st Mortgage (B. and Ind. R.R.)..... | 791,000 | 7 | Jan. & July. | New York. | '70-'90 | .... | Trust Mortgage..... | 3,078,000 | 8 | Jan. & July. | New York. | 1883 | 108 |
| 2d Mortgage..... | 16,000 | 7 | " | " | 1870 | .... | Trust Mortgage, convertible..... | 150,000 | 8 | " | " | 1883 | .... |
| Bellefonte and Snow Shoe: | | | | | | | 2d Mortgage..... | 941,000 | 4* | July. | Frankfort. | 1890 | .... |
| 1st Mortgage..... | 99,000 | 6 | Jan. & July. | Philadelphia. | 1876 | .... | Company bonds..... | 680,000 | 7 | March & Sept. | New York. | 1890 | .... |
| Belvidere Delaware: | | | | | | | Chicago, Cincinnati and Louisv.: | | | | | | |
| 1st Mortgage (guar. by C. & A.)..... | 1,000,000 | 6 | June & Dec. | New York. | 1877 | 89* | 1st Mortgage for \$1,000,000..... | 400,000 | 7* | Jan. & July. | New York. | 1887 | .... |
| 2d Mortgage (guar. by C. & A.)..... | 500,000 | 6 | March & Sept. | Princeton. | 1885 | 80 | Chicago and Great Eastern: | | | | | | |
| 3d Mortgage (guar. by C. & A.)..... | 745,000 | 6 | Feb. & Aug. | " | 1887 | 76* | Construction..... | 400,000 | 7 | April & Oct. | " | 1895 | .... |
| Blue Ridge, S. Car.: | | | | | | | Income..... | 300,000 | 7 | " | " | 1895 | .... |
| 1st Mortgage of \$2,500,000..... | | 7 | Jan. & July. | Charleston. | 1898 | .... | Chicago, Iowa and Nebraska: | | | | | | |
| Boston and Albany: | | | | | | | 1st Mortgage..... | 1,110,000 | 7 | " | New York. | 1881 | .... |
| Sterling Loans..... | 2,051,520 | 5* | April & Oct. | London. | '69-'71 | .... | Chicago and Milwaukee, (45 m.)..... | | | | | | |
| Dollar Loan..... | 798,000 | 6 | " | Boston. | 1875 | .... | 1st Mortgage (C. and N. W.)..... | 397,000 | 7 | May & Nov. | New York. | 1874 | .... |
| Boston, Clinton and Fitchburg: | | | | | | | Chicago and Northwestern: | | | | | | |
| 1st Mortgage..... | 400,000 | 6 | Jan. & July. | Boston. | 1884 | .... | Prof. sinking fund b'ds (193 m.)..... | 1,249,500 | 7 | Feb. & Aug. | New York. | 1885 | 96 |
| Boston, Concord and Montreal: | | | | | | | Funded Coupons..... | 755,000 | 7 | May & Nov. | " | 1883 | 90* |
| 1st Mort. (Conc. to War. 71 m.)..... | 204,000 | 7 | Feb. & Aug. | New York. | 1865 | 94* | General 1st Mortgage..... | 3,594,500 | 7 | Feb. & Aug. | " | 1885 | 89 |
| 2d Mort. conv. (1st M. on 22 1/2 m.)..... | 100,000 | 6 | Jan. & July. | Boston. | 1870 | 90* | 1st Mortgage, Appleton Ext..... | 184,000 | 7 | " | " | 1885 | 88* |
| 3d Mort. conv. (1st M. on 22 1/2 m.)..... | 250,000 | 7 | " | New York. | 1870 | .... | 1st Mortgage, Green Bay Ext..... | 300,000 | 7 | " | " | 1885 | .... |
| Sinking Fund Mortgage..... | 496,000 | 6 | " | Boston. | 1889 | 88 | Equipment Bonds..... | 101,000 | 7 | April & Oct. | " | 1874 | .... |
| Boston, Hartford and Erie: | | | | | | | Mississippi River Bridge Bonds..... | 200,000 | 7 | Jan. & July. | " | 1884 | .... |
| 1st Mortgage (old)..... | 600,000 | 7 | March & Sept. | Boston. | 1884 | 80 | Elgin and State L. purchase b'ds..... | 189,000 | 6 | " | " | 1878 | .... |
| 1st Mortgage (new) for \$20,000,000..... | | 7 | Jan. & July. | " | 1899 | 61* | Consolidated sinking fund bonds..... | 3,296,000 | 7 | F. M. A. & N. | " | 1915 | 88 |
| Boston and Lowell: | | | | | | | Equipment Bonds..... | 1,375,000 | 10 | May & Nov. | " | '68-'71 | .... |
| Convertible bonds..... | 101,000 | 6 | Jan. & July. | Boston. | 1873 | .... | 1st Mort. (Gal. & Chic. U. R. R.)..... | 1,919,000 | 7 | Feb. & Aug. | " | 1882 | 96 |
| Scrap certificates..... | 366,000 | 3 | April & Oct. | " | 1873 | 96* | 2d Mort. (Gal. & Chic. U. R. R.)..... | 1,029,000 | 7 | May & Nov. | " | 1875 | 95 |
| Wharf purchase bonds..... | 200,000 | 6 | " | " | 1879 | 96 | 1st Mortgage (Peninsula R.R.)..... | 1,010,000 | 7 | March & Sept. | " | 1898 | 87 |
| Buffalo, Bradford and Pittsburg: | | | | | | | 1st Mort. (Chi. & Mil. R. W. 85 m.)..... | 1,098,000 | 7 | Jan. & July. | " | 1898 | .... |
| 1st Mortgage..... | 580,000 | 7 | Jan. & July. | New York. | 1886 | .... | 1st Mortgage (Beloit & Mad. R.)..... | 363,000 | 7 | " | " | 1888 | .... |
| Buffalo, Corry and Pittsburg: | | | | | | | Chicago, Rock Island and Pacific: | | | | | | |
| 1st Mortgage (B. C. & P. of Pa.)..... | 100,000 | 7 | Jan. & July. | Pittsburg. | 18— | .... | 1st Mortgage (C. & R. I. R.R.)..... | 1,397,000 | 7 | Jan. & July. | New York. | 1870 | 100 |
| 1st Mort. (Buff. & O. C. Cross-cut)..... | 600,000 | 7 | " | New York. | 18— | .... | 1st Mort. (C. R. I. and P. R. R.)..... | 7,375,000 | 7 | " | " | 1896 | 92* |
| Buffalo and Erie: | | | | | | | Chillicothe and Brunswick: | | | | | | |
| Co. bonds (Buff. and State Line)..... | 400,000 | 7 | June & Dec. | New York. | 1870 | .... | 1st Mortgage..... | 500,000 | 8 | May & Nov. | New York. | 1898 | .... |
| Co. bonds (Buff. and State Line)..... | 100,000 | 7 | May & Nov. | " | 1873 | .... | Cincinnati, Dayton and Eastern: | | | | | | |
| Co. bonds (Buff. and State Line)..... | 200,000 | 7 | Jan. & July. | " | 1882 | .... | 1st Mortgage..... | 465,000 | 7 | Feb. & Aug. | New York. | 1896 | .... |
| Co. bonds (Erie and Northeast)..... | 300,000 | 7 | March & Sept. | " | 1886 | .... | Cincinnati, Hamilton and Dayton: | | | | | | |
| Buffalo, New York and Erie: | | | | | | | 2d Mortgage (1st Mort. paid)..... | 1,250,000 | 7 | May & Nov. | New York. | 1880 | .... |
| 1st Mortgage..... | 2,000,000 | 7 | June & Dec. | New York. | 1877 | 90 | 3d Mortgage..... | 500,000 | 8 | Jan. & July. | " | 1885 | .... |
| 2d Mortgage..... | 380,000 | 7 | May & Nov. | " | 1872 | 83* | New Mortgage..... | 254,000 | 7 | " | " | 1887 | .... |
| Burlington, Cedar Rapids & Minn.: | | | | | | | Cincinnati and Indiana: | | | | | | |
| 1st Mortgage..... | 600,000 | 8 | Feb. & Aug. | New York. | 1919 | .... | 1st Mortgage..... | 2,500,000 | 7 | June & Dec. | New York. | 1892 | 73 |
| Burlington and Missouri River: | | | | | | | 2d Mortgage..... | 2,000,000 | 7 | Jan. & July. | " | '77-'87 | 79 |
| Land Grant Mortgage..... | 4,690,608 | 7 | April & Oct. | New York. | 1893 | .... | Cincinnati and Indianapolis June: | | | | | | |
| 1st Convertible bonds..... | 600,000 | 7 | Jan. & July. | " | 1870 | .... | 1st Mortgage..... | 1,200,000 | 7 | Jan. & July. | New York. | 1888 | .... |
| 2d Convertible bonds..... | 600,000 | 7 | " | " | 1875 | .... | 2d Mortgage..... | 800,000 | 7 | March & Sept. | " | 1893 | .... |
| 3d Convertible bonds..... | 958,545 | 8 | " | " | 1880 | 74* | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---------------------------------------|------------|-------|-------------------|---------------|---------|--------|---------------------------------------|-------------|-------|-------------------|---------------|------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Clev., Painesv. & Ash. (L. Shore): | | | | | | | Erie: | | | | | | |
| 1st Mortgage..... | \$500,000 | 7 | Jan. & July. | New York. | 1874 | 91½ | 1st Mortgage..... | \$3,000,000 | 7 | May & Nov. | New York. | 1897 | 98 |
| 2d Mortgage..... | 1,000,000 | 7 | " " | " " | 1880 | 92 | 2d Mortgage..... | 4,000,000 | 7 | March & Sept. | " " | 1879 | 94½ |
| 3d Mortgage..... | 1,000,000 | 7 | April & Oct. | " " | 1892 | 92 | 3d Mortgage..... | 6,000,000 | 7 | " " | " " | 1883 | 87 |
| Cleveland & Toledo (Lake Shore): | | | | | | | 4th Mortgage..... | 4,441,000 | 7 | April & Oct. | " " | 1880 | 87 |
| 1st Mort. (June R. R. 1st Div.).. | 13,000 | 7 | April & Oct. | New York. | 1867 | 91 | 5th Mortgage..... | 925,500 | 7 | June & Dec. | " " | 1888 | 76 |
| 1st Mort. (June R. R. 2d Div.).. | 116,000 | 7 | June & Dec. | " " | 1882 | 91 | Buffalo Branch Bonds..... | 186,400 | 7 | Jan. & July. | " " | 1891 | 76 |
| 1st Mortgage S. F. (Clev. & Tol.) | 2,015,000 | 7 | Jan. & July. | " " | 1885 | 99½ | Starling Loan \$800,000..... | 4,844,444 | 6* | March & Sept. | London. | 1875 | 91 |
| 2d Mortgage (Clev. & Tol.)..... | 1,000,000 | 7 | April & Oct. | " " | 1886 | 99 | Erie and Pittsburgh: | | | | | | |
| Columbia and Augusta: | | | | | | | 1st Mortgage..... | 900,000 | 7 | Jan. & July. | Philadelphia. | 1882 | 91 |
| 1st Mortgage for \$1,000,000..... | 410,000 | 7 | Jan. & July. | New York. | 1888 | 91 | 2d Mortgage..... | 700,000 | 7 | April & Oct. | " " | 1875 | 91 |
| Columbus, Chicago & Ind. Cent.: | | | | | | | New Mortgage..... | 859,000 | 7 | Jan. & July. | " " | 1893 | 91 |
| Consol. 1st Mortgage skg fund..... | 15,000,000 | 7 | April & Oct. | New York. | 1908 | 80½ | Evansville and Crawfordsville: | | | | | | |
| Columbus and Indiana Central: | | | | | | | 1st Mortgage of 1852..... | 350,000 | 7 | Jan. & July. | New York. | 1869 | 91 |
| 2d Mortgage..... | 821,000 | 7 | May & Nov. | New York. | 1886 | 91 | 1st Mortgage of 1854..... | 740,000 | 7 | May & Nov. | " " | 1869 | 91 |
| Income Bonds..... | 1,243,000 | 7 | " " | " " | 1881 | 91 | Rockville Extension 1st Mort.... | 150,000 | 7 | Feb. & Aug. | " " | 1881 | 91 |
| Columbus and Hocking Valley: | | | | | | | Fall River, Warren & Providence: | | | | | | |
| 1st Mortgage..... | 282,500 | 7 | Jan. & July. | New York. | 1897 | 91 | 1st Mortgage..... | 200,000 | 7 | " " | Providence. | 18— | 91 |
| Consol. 2d Mortgage skg fund..... | 5,000,000 | 7 | Feb. & Aug. | " " | 1900 | 91 | Flemington: | | | | | | |
| Columbus and Xenia: | | | | | | | 1st Mortgage guaranteed..... | 100,000 | 6 | " " | Princeton. | 18— | 91 |
| 1st Mortgage for \$500,000..... | 248,000 | 7 | March & Sept. | Columbus. | 1890 | 91 | Flint and Pere Marquette: | | | | | | |
| Connecticut and Passumpsic Riv.: | | | | | | | 1st Mortgage..... | 1,520,500 | 7 | " " | New York. | 18— | 91 |
| 1st Mortgage sinking fund..... | 500,000 | 6 | June & Dec. | Boston. | 1876 | 87½ | Galena & Chic. Union (C.N. & W.): | | | | | | |
| Notes of '86 and '87, free..... | 295,000 | 7 | " " | " " | 1876-77 | 91 | 1st Mortgage..... | 1,919,000 | 7 | Feb. & Aug. | New York. | 1882 | 91 |
| Connecticut River: | | | | | | | 2d Mortgage..... | 1,029,000 | 7 | May & Nov. | " " | 1875 | 91 |
| 1st Mortgage..... | 250,000 | 6 | March & Sept. | Boston. | 1878 | 98 | Grand Rapids and Indiana: | | | | | | |
| Connecting: | | | | | | | 1st Mortgage..... | 167,000 | 7 | Jan. & July. | New York. | 1886 | 91 |
| 1st Mortgage guaranteed..... | 1,000,000 | 6 | Jan. & July. | Philadelphia. | 1890 | 87½ | Grand River Valley: | | | | | | |
| Cumberland and Pennsylvania: | | | | | | | 1st Mortgage, guaranteed..... | 1,000,000 | 8 | Jan. & July. | New York. | 1886 | 91 |
| 1st Mortgage for \$1,000,000..... | 875,000 | 6 | March & Sept. | New York. | 1891 | 91 | Grand Trunk (Can.): | | | | | | |
| 2d Mortgage sinking fund..... | 799,000 | 6 | May & Nov. | " " | 1885 | 91 | 1st Preference Bonds..... | 12,573,661 | 5* | Jan. & July. | London. | 18— | 91 |
| Cumberland Valley: | | | | | | | 2d Preference Bonds..... | 7,355,986 | 5* | " " | " " | 18— | 91 |
| 1st Mortgage..... | 161,000 | 8 | April & Oct. | Philadelphia. | 1904 | 91 | 3d Preference Bonds..... | 3,414,094 | 4* | " " | " " | 18— | 91 |
| 2d Mortgage..... | 109,500 | 8 | " " | " " | 1904 | 91 | 4th Preference Bonds..... | 25,592,890 | 4* | " " | " " | 18— | 91 |
| Danbury and Norwalk: | | | | | | | Equipment Bonds..... | 2,433,333 | 6* | April & Oct. | " " | 18— | 91 |
| 1st Mortgage..... | 100,000 | 7 | Jan. & July. | New York. | 1880 | 91 | Postal and Military bonds..... | 5,840,000 | var | Feb. & Aug. | " " | 18— | 91 |
| Danv., Urbana, Blooming & Pekin: | | | | | | | Great Western of Canada: | | | | | | |
| 1st Mortgage sinking fund..... | 2,000,000 | 7 | Jan. & July. | New York. | 1908 | 91 | Government Loan \$573,688..... | 2,782,387 | 6* | " " | Ottawa. | 18— | 91 |
| Dayton and Michigan: | | | | | | | Mortgage Bonds \$615,200..... | 2,983,720 | 6* | " " | London. | 18— | 91 |
| 1st Mortgage sinking fund..... | 2,008,000 | 7 | Jan. & July. | New York. | 1881 | 91 | Mortgage Bonds \$547,000..... | 2,652,950 | 5½* | " " | " " | 18— | 91 |
| 2d Mortgage..... | 642,000 | 7 | March & Sept. | " " | 1884 | 91 | Stock Debentures \$46,700..... | 226,500 | 5* | " " | " " | 18— | 91 |
| Toledo Depot Mortgage..... | 160,500 | 7 | " " | " " | 1881-94 | 91 | Great Western of Illinois: | | | | | | |
| Dayton and Union: | | | | | | | 1st Mortgage (W. Div.)..... | 1,000,000 | 10 | April & Oct. | New York. | 1868 | 100 |
| 1st Mortgage, registered..... | 149,000 | 7 | March & Sept. | New York. | 1879 | 91 | 1st Mortgage (E. Div.)..... | 45,000 | 7 | Feb. & Aug. | " " | 1888 | 91 |
| 2d Mortgage..... | 135,000 | 7 | June & Dec. | " " | 1879 | 91 | 1st Mortgage (General)..... | 1,455,000 | 7 | " " | " " | 1888 | 91 |
| Income Bonds..... | 252,445 | 6 | " " | " " | 1879 | 91 | 2d Mortgage..... | 2,500,000 | 7 | May & Nov. | " " | 1893 | 81½ |
| Dayton and Western: | | | | | | | Greenville and Columbia: | | | | | | |
| 1st Mortgage..... | 275,000 | 7 | March & Sept. | New York. | 1882 | 91 | 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1886 | 91 |
| 2d Mortgage..... | 463,000 | 6 | Jan. & July. | " " | 1905 | 91 | Hannibal and St. Joseph: | | | | | | |
| Delaware: | | | | | | | Land Mortgage..... | 1,900,000 | 7 | April & Oct. | New York. | 1881 | 91 |
| 1st Mortgage..... | 500,000 | 6 | Jan. & July. | Philadelphia. | 1875 | 90 | Convertible bonds..... | 800,000 | 7 | Jan. & July. | " " | 1883 | 91 |
| Guaranteed Bonds..... | 100,000 | 6 | " " | " " | 1875 | 91 | Eight per cent. Loan..... | 860,000 | 8 | " " | " " | 18— | 91 |
| State Loan..... | 170,000 | 6 | " " | " " | 1876 | 91 | Ten per cent. Loan..... | 1,000,000 | 10 | " " | " " | 1872 | 91 |
| Extension Mortgage..... | 100,000 | 6 | " " | " " | 1880 | 91 | Ten per cent. Loan..... | 500,000 | 10 | " " | " " | 1889 | 91 |
| Delaware, Lackawanna & Western: | | | | | | | 1st Mort. (Quincy and Palmyra)..... | 500,000 | 8 | " " | " " | 18— | 91 |
| 1st Mort. (L. & W.) for \$900,000. | 564,000 | 7 | Jan. & July. | New York. | 1871 | 98½ | 1st Mort. (Kan. City & Cameron)..... | 1,200,000 | 10 | " " | " " | 18— | 91 |
| 1st Mort. (East. Ext.) \$1,500,000. | 1,111,000 | 7 | April & Oct. | " " | 1875 | 100 | Harrisburg and Lancaster: | | | | | | |
| 2d Mort. (General) for \$2,600,000. | 1,633,000 | 7 | March & Sept. | " " | 1881 | 90 | 1st Mortgage, guaranteed..... | 700,000 | 6 | Jan. & July. | Philadelphia. | 1883 | 90 |
| D. & M. Valley: | | | | | | | Hartford and New Haven: | | | | | | |
| 1st Mortgage (on 154 miles)..... | 2,310,000 | 8 | April & Oct. | New York. | 1877 | 91 | 1st Mortgage..... | 927,000 | 6 | Jan. & July. | New York. | 1873 | 95 |
| Income Bonds..... | 462,000 | 7 | Jan. & July. | " " | 1884 | 91 | Hartford, Providence and Fishkill: | | | | | | |
| Detroit and Milwaukee: | | | | | | | 1st Mort. (R. Island 26.32 m.)..... | 481,000 | 7 | Jan. & July. | Providence. | 1876 | 91 |
| 1st Mortgage, convertible..... | 2,500,000 | 7 | May & Nov. | New York. | 1875 | 91 | 1st Mort. (Connecticut 96.04 m.)..... | 1,574,500 | 7 | " " | Hartford. | 1876 | 91 |
| 2d Mortgage..... | 1,000,000 | 8 | " " | " " | 1875 | 91 | Hempfield: | | | | | | |
| 2d Mortgage Funded Coupons..... | 628,525 | 7 | Jan. & July. | " " | 1875 | 91 | 1st Mortgage..... | 500,000 | 6 | Jan. & July. | Philadelphia. | 1872 | 91 |
| 2d Mortgage Funded Coupons..... | 377,115 | 7 | May & Nov. | " " | 1875 | 91 | Housatonic: | | | | | | |
| Bonds of June 30, 1886, (cond.).. | 1,611,639 | 6 | " " | " " | 1886 | 91 | 1st Mortgage..... | 191,000 | 7 | Jan. & July. | Bridgeport. | 1877 | 91 |
| Detroit, Mon. & Tol. (M.S. & N.L.) | | | | | | | 2d Mortgage..... | 100,000 | 7 | " " | " " | 1886 | 91 |
| 1st Mortgage..... | 924,000 | 7 | Feb. & Aug. | New York. | 1876 | 91 | Houston and Texas Central: | | | | | | |
| Detroit and Pontiac (Det. & Mil.): | | | | | | | 1st Mortgage (L.G.) sinking fund..... | 2,000,000 | 7* | Jan. & July. | New York. | 1891 | 91 |
| 1st Mortgage..... | 100,000 | 7 | Jan. & July. | New York. | 1878 | 91 | 1st Mortgage..... | 1,936,000 | 7 | Feb. & Aug. | New York. | 1870 | 90 |
| 2d Mortgage..... | 150,000 | 7 | April & Oct. | " " | 1878 | 91 | 2d Mortgage, sinking fund..... | 2,000,000 | 7 | June & Dec. | " " | 1885 | 102 |
| 2d Mortgage..... | 250,000 | 8 | Feb. & Aug. | " " | 1886 | 91 | 3d Mortgage..... | 183,000 | 7 | May & Nov. | " " | 1875 | 100 |
| Dubuque and Sioux City: | | | | | | | Huntington and Broad Top Mt.: | | | | | | |
| 1st Mortgage (1st Division)..... | 300,000 | 7 | Jan. & July. | New York. | 1883 | 92 | 1st Mortgage..... | 416,000 | 7 | April & Oct. | Philadelphia. | 1870 | 83 |
| 1st Mortgage (construction)..... | 600,000 | 7 | " " | " " | 1894 | 92 | 2d Mortgage..... | 367,500 | 7 | Feb. & Aug. | " " | 1875 | 83 |
| Sinking Fund (convertible)..... | 1,000,000 | 7 | May & Nov. | " " | 1888 | 92 | Consol. Mortgage..... | 887,045 | 7 | April & Oct. | " " | 1895 | 33 |
| Dubuque Southwestern: | | | | | | | Illinois Central: | | | | | | |
| 1st Mortgage, preferred..... | 100,000 | 7 | Jan. & July. | New York. | 1895 | 92 | Construction..... | 3,955,500 | 7 | April & Oct. | New York. | 1875 | 120 |
| 2d Mortgage, ordinary..... | 450,000 | 7 | " " | " " | 1895 | 92 | Construction..... | 437,500 | 6 | " " | " " | 1875 | 92 |
| East Brandywine & Waynesburg: | | | | | | | Redemption..... | 2,560,500 | 6 | " " | " " | 1890 | 92 |
| 1st Mortgage..... | 140,000 | 7 | Feb. & Aug. | Philadelphia. | 1882 | 92 | Redemption, sterling..... | 2,424,500 | 6* | " " | London. | 1875 | 92 |
| East Pennsylvania: | | | | | | | Illinois and Southern Iowa: | | | | | | |
| 1st Mortgage, Sinking Fund..... | 505,900 | 7 | April & Oct. | Philadelphia. | 1888 | 92 | 1st Mortgage..... | 300,000 | 7 | Feb. & Aug. | New York. | 1882 | 92 |
| East Tennessee and Georgia: | | | | | | | Indianapolis, Cin. and Lafayette: | | | | | | |
| Tennessee Loan (old)..... | 1,037,000 | 6 | Jan. & July. | New York. | 1882 | 92 | 1st Mortgage..... | 2,500,000 | 7 | Jan. & July. | New York. | 1886 | 92 |
| Tennessee Loan (1866)..... | 436,660 | 6 | " " | " " | 1898 | 92 | 1st Mortgage (Ind. and Cin.)..... | 500,000 | 7 | April & Oct. | " " | 1888 | 92 |
| Mortgage (old)..... | 640,000 | 6 | " " | " " | 1880 | 92 | Indianapolis, Crawfordsv. & Danv.: | | | | | | |
| Mortgage (new)..... | 135,900 | 7 | " " | " " | 1880 | 92 | 1st Mortgage..... | 1,500,000 | 7 | Jan. & July. | New York. | 1888 | 92 |
| East Tennessee and Virginia: | | | | | | | Indianapolis and Madison: | | | | | | |
| Tennessee Loan (old)..... | 1,599,000 | 6 | Jan. & July. | New York. | 1888 | 92 | 1st Mortgage..... | 612,000 | 7 | May & Nov. | New York. | 1881 | 92 |
| Tennessee Loan (1866)..... | 600,000 | 6 | " " | " " | 1898 | 92 | Iowa River: | | | | | | |
| Tennessee endorsed bonds..... | 178,000 | 6 | " " | " " | 18— | 92 | 1st Mortgage (Eldora R. R.)..... | 272,000 | 7 | Jan. & July. | New York. | 1888 | 92 |
| Eastern: | | | | | | | Jackson, Lansing and Saginaw: | | | | | | |
| State Loan (1st Lien)..... | 275,000 | 5 | J. A. J. & O. | Boston. | 68-72 | 92 | 1st Mortgage..... | 1,495,000 | 8 | Jan. & July. | New York. | 1884 | 96½ |
| 2d Mortgage, (convert. sterling)..... | 420,000 | 5* | Jan. & July. | London. | 1872 | 92 | Jeffersonville (J. M. & I.): | | | | | | |
| 2d Mortgage, convertible..... | 739,000 | 6 | Feb. & Aug. | Boston. | 1874 | 95½ | 2d Mortgage..... | 397,000 | 7 | April & Oct. | New York. | 1873 | 92 |
| 1st Mortgage, (Essex Railroad)..... | 214,000 | 6 | Jan. & July. | " " | 1876 | 96 | Jeffersonville, Madison & Indian.: | | | | | | |
| Bonds of 1868..... | 500,000 | 6 | March & Sept. | " " | 1889 | 96 | 1st Mortgage..... | 1,961,000 | 7 | April & Oct. | New York. | 1906 | 92 |
| Edgfield and Kentucky: | | | | | | | Joliet and Chicago: | | | | | | |
| Tennessee Loan..... | 870,000 | 6 | Jan. & July. | New York. | 18— | 92 | 1st Mortgage, guaranteed, S. F.: | 500,000 | 8 | Jan. & July. | New York. | 1883 | 92 |
| Elmira and Williamsport: | | | | | | | Joliet and Northern Indiana: | | | | | | |
| 1st Mortgage..... | 1,050,000 | 7 | Jan. & July. | Philadelphia. | 1880 | 89 | 1st Mortgage, guaranteed..... | 800,000 | 8 | Jan. & July. | New York. | 1874 | 92 |
| Income Bonds..... | 570,000 | 5 | April & Oct. | " " | 1872 | 90 | Junction, Philadelphia: | | | | | | |
| European and North American: | | | | | | | 1st Mortgage, guaranteed..... | 800,000 | 6 | April & Oct. | Philadelphia. | 1896 | 92 |
| 1st Mortgage (Bangor to Winn.)..... | 1,000,000 | 6* | Jan. & July. | London. | 1886 | 92 | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--------|-------------------------------------|-----------|-------|-------------------|---------------|---------|--------|--|---------------------------------------|-------------|-------|-------------------|---------------|-----------|--------|
| | | | | When. | Where. | | | | | | | When. | Where. | | |
| 96 | Kentucky Central: | | | | | | | | Mobile and Montgomery: | | | | | | |
| 94 | 1st Mort. (Covington & Lexing.) | \$128,000 | 7 | — & — | New York. | 1873 | .... |  | 1st Mortgage..... | \$1,200,000 | 8 | May & Nov. | New York. | 1888 | .... |
| 87 | 2d Mortgage (do.)..... | 794,000 | 7 | — & — | " | 1883 | .... |  | Mobile and Ohio: | | | | | | |
| 84 | 3d Mortgage (do.)..... | 237,000 | 7 | — & — | " | 1885 | .... |  | 1st Mortgage, Sterling..... | 4,593,000 | 6* | May & Nov. | London. | 1882 | 62 |
| 76 | Kookuk and St. Paul: | | | | | | | | 1st Mortgage, Sterling..... | 1,699,800 | 6 | Jan. & July. | New York. | 1891 | .... |
| | 1st Mortgage, sinking fund, conv. | 400,000 | 8 | May & Nov. | New York. | 1887 | 94 | | Income of '61, '62, '65 and '67..... | 388,900 | 8 | May & Nov. | Mobile. | 1897 | 19 |
| | Knoxville and Charleston: | | | | | | | | Liquidation (10 year) bonds..... | 556,421 | 8 | " | New York. | 1876 | .... |
| | Tenn. State Loan..... | 450,000 | 6 | Jan. & July. | New York. | 1898 | .... |  | Interest bonds..... | 697,900 | 8 | " | Mobile. | 1882 | 38 |
| | Knoxville and Kentucky: | | | | | | | | Montgomery and Eufala: | | | | | | |
| | Tenn. State Loan (old)..... | 1,310,000 | 6 | Jan. & July. | New York. | 1890 | .... |  | 1st Mortgage, endorsed by Ala..... | 129,000 | 8 | March & Sept. | New York. | 1888 | .... |
| | Tenn. State Loan (new)..... | 800,000 | 6 | " | " | 1898 | .... |  | Montgomery and West Point: | | | | | | |
| | Lackawanna and Bloomsburg: | | | | | | | | Income Bonds..... | 100,000 | 8 | Jan. & July. | New York. | 1871 | .... |
| | 1st Mortgage..... | 900,000 | 7 | Jan. & July. | New York. | 1875 | .... |  | Income Bonds..... | 306,900 | 8 | " | " | 1876 | .... |
| | 1st Mortgage (Extension)..... | 400,000 | 7 | March & Sept. | Philadelphia. | 1885 | .... |  | Mortgage Bonds..... | 719,500 | 8 | " | " | 1881 | 82 |
| | 2d Mortgage..... | 500,000 | 7 | April & Oct. | " | 1880 | .... |  | Morris and Essex: | | | | | | |
| | 2d Mortgage (Extension)..... | 400,000 | 7 | May & Nov. | " | 1890 | .... |  | 1st Mortgage, Sinking Fund..... | 5,000,000 | 7 | May & Nov. | New York. | 1915 | 99 |
| | Lake Erie and Louisville: | | | | | | | | 2d Mortgage..... | 3,000,000 | 7 | Feb. & Aug. | " | 1891 | 91 |
| | 1st Mortgage for \$1,600,000..... | 500,000 | 7 | Jan. & July. | New York. | 1893 | .... |  | Nashville and Chattanooga: | | | | | | |
| | Lawrence: | | | | | | | | 1st Mortgage, endorsed by Tenn. | 1,569,000 | 6 | Jan. & July. | New York. | 1890 | .... |
| | 1st Mortgage..... | 360,000 | 7 | " | Pittsburg. | 1886 | .... |  | Tenn. State Loan..... | 150,000 | 6 | " | " | 1892 | .... |
| | Lehigh and Lackawanna: | | | | | | | | Tenn. Coupons Funded..... | 426,270 | 6 | " | " | 1892 | .... |
| | 1st Mortgage (tax free)..... | 200,000 | 7 | Feb. & Aug. | Philadelphia. | 1897 | 88 | | Nashville and Decatur: | | | | | | |
| 96 | Lehigh Valley: | | | | | | | | Tenn. State Loan..... | 2,465,176 | 6 | Jan. & July. | New York. | 1900-1902 | .... |
| 96 | 1st Mort. (exchangeable for new) | 1,282,000 | 6 | May & Nov. | Philadelphia. | 1873 | 95 | | Income Bonds (Tenn. and Ala.)..... | 205,000 | 10 | April & Oct. | Nashville. | 1870 | .... |
| | New Mortgage, free of taxes..... | 1,917,000 | 6 | June & Dec. | " | 1898 | 94 | | 2d Mortgage..... | 500,000 | 6 | " | New York. | 1887 | .... |
| | 1st Mortgage (Hazleton)..... | 149,500 | 6 | Jan. & July. | " | 1878 | .... |  | Nashville and Northwestern: | | | | | | |
| | Little Miami: | | | | | | | | Tenn. State Loan..... | 2,672,000 | 6 | Jan. & July. | New York. | 1888-1894 | .... |
| | 1st Mortgage..... | 1,489,000 | 6 | May & Nov. | New York. | 1883 | .... |  | 2d Mortgage..... | 792,050 | 6 | " | " | 1891-1893 | .... |
| | Cincinnati Loan..... | 100,000 | 6 | " | Cincinnati. | 1880 | .... |  | Naugatuck: | | | | | | |
| | Little Schuylkill: | | | | | | | | 1st Mortgage, Convertible..... | 166,000 | 7 | Jan. & July. | Bridgeport. | 1876 | .... |
| | 1st Mortgage, sinking fund..... | 807,500 | 7 | April & Oct. | Philadelphia. | 1877 | 99 | | Newark and New York: | | | | | | |
| | Long Island: | | | | | | | | 1st Mortgage..... | 600,000 | 7 | Jan. & July. | New York. | 18— | .... |
| | 1st Mortgage..... | 500,000 | 6 | Jan. & July. | New York. | 1875 | 95 | | Newburg & New York (Oct. 1, '68): | | | | | | |
| | Hunter's Point Extension..... | 175,000 | 7 | Feb. & Aug. | " | 1890 | .... |  | 1st Mortgage..... | 250,000 | 7 | Jan. & July. | New York. | 18— | .... |
| | Glenn Cove Branch..... | 150,000 | 6 | May & Nov. | " | 1893 | .... |  | New Bedford and Taunton: | | | | | | |
| | Louisville, Cin. and Lexington: | | | | | | | | 1st Mortgage..... | 174,000 | 6 | Jan. & July. | Boston. | 1881 | .... |
| | 1st Mortgage for \$3,000,000..... | 2,628,000 | 7 | Jan. & July. | New York. | 1897 | 85 | | New Brunswick and Canada: | | | | | | |
| | Louisville and Frankfort: | | | | | | | | 1st Mortgage, Sterling \$220,000..... | 1,100,000 | 6* | May & Nov. | London. | 1867 | .... |
| | 1st Mortgage..... | 88,000 | 6 | Jan. & July. | New York. | 1870-78 | .... |  | Newcastle and Beaver Valley: | | | | | | |
| | Louisville Loan..... | 100,000 | 6 | " | " | 1881 | .... |  | 1st Mortgage for \$150,000..... | 125,000 | 7 | May & Nov. | Philadelphia. | 1882 | .... |
| | Louisville and Nashville: | | | | | | | | 2d Mortgage for \$100,000..... | 29,500 | 7 | March & Sept. | " | 1877 | .... |
| | 1st Mortgage, Main Stem..... | 1,515,000 | 7 | Jan. & July. | New York. | 1869-77 | 98 | | New Haven and Darby: | | | | | | |
| | 1st Mortgage, Memphis Branch..... | 267,000 | 7 | May & Nov. | " | 1870-75 | 96 | | 1st Mortgage..... | 300,000 | 7 | May & Nov. | New York. | 1888 | .... |
| | 1st Mortgage, Bardonia Branch..... | 27,500 | 7 | Jan. & July. | " | 1870 | .... |  | New Haven and Northampton: | | | | | | |
| | 1st Mort. Lebanon Branch Ext..... | 600,000 | 7 | May & Nov. | " | 1880-85 | 92 | | 1st Mortgage..... | 450,000 | 7 | Jan. & July. | New Haven. | 1880 | .... |
| | Louisville Loan, Main Stem..... | 849,000 | 6 | April & Oct. | " | 1886-87 | .... |  | 1st Mort. (Hamps. & Hampd.)..... | 200,000 | 6 | April & Oct. | " | 1874 | .... |
| | Louisville Loan, Lebanon Br..... | 225,000 | 6 | May & Nov. | " | 1886 | .... |  | New Jersey: | | | | | | |
| | Louisville Loan, Leb. Br. Ext..... | 600,000 | 6 | April & Oct. | " | 1893 | .... |  | Company Bonds (var. issues)..... | 850,000 | 6 | Feb. & Aug. | New York. | 1875-87 | 93 |
| | Consolid. 1st mort. for \$8,000,000 | | 7 | " | " | 1898 | 90 | | New London Northern: | | | | | | |
| | Louisville, N. Albany & Chicago: | | | | | | | | 1st Mortgage..... | 60,000 | 7 | Jun. & Dec. | New London. | 1875 | .... |
| | 1st Mort. New Albany & Salem | 2,235,000 | 6 | — & — | New York. | 1892 | .... |  | 1st Mortgage, Extension..... | 370,000 | 7 | March & Sept. | " | 1885 | .... |
| | Macon and Brunswick: | | | | | | | | New Mortgage..... | 230,000 | 7 | April & Oct. | New York. | 1888 | .... |
| | 1st Mort. endorsed by Georgia..... | 140,000 | 7 | Jan. & July. | New York. | 1881 | .... |  | N. Orleans, Jackson & Gt. North: | | | | | | |
| | Mahany and Broad Mountain: | | | | | | | | 1st Mortgage for \$3,000,000..... | 2,741,000 | 8 | Jan. & July. | New York. | 1886 | 78 |
| | 1st Mortgage..... | 250,000 | 6 | Jan. & July. | Philadelphia. | 1884 | .... |  | 2d Mortgage for \$1,500,000..... | 1,157,000 | 8 | April & Oct. | " | 1890 | 70 |
| | Maine Central: | | | | | | | | 1st Mort. construction (90 m.)..... | 1,842,000 | 8 | April & Oct. | New York. | 1889 | 46 |
| | \$1,100,000 Loan..... | 1,095,600 | 6* | Feb. & Aug. | Boston. | 1890-91 | .... |  | 2d Mort. (F.) for \$1,000,000 (80m.) | | 8 | Jan. & July. | " | 1887 | .... |
| | \$400,000 Loan..... | 307,700 | 6 | June & Dec. | " | 1870-71 | .... |  | New York Central: | | | | | | |
| | Bangor City Loan..... | 621,000 | 6 | April & Oct. | " | 1874 | .... |  | Premium, Sinking Fund Bonds..... | 5,946,689 | 6 | May & Nov. | New York. | 1883 | 90 |
| | 2d Mort. (Penob. & Ken. R. R.) | 300,000 | 6 | Feb. & Aug. | Bangor. | 1870 | .... |  | Funding, Sinking Fund Bonds..... | 1,514,000 | 7 | Feb. & Aug. | " | 1876 | 100 |
| | Marietta and Cincinnati: | | | | | | | | Bonds for B. & N. Falls R.R. Co. | 76,000 | 6 | May & Nov. | " | 1883 | .... |
| | 1st Mortgage..... | 2,500,000 | 7 | Feb. & Aug. | Baltimore. | 1891 | 87 | | Bonds for railroad stocks..... | 592,000 | 6 | " | " | 1883 | 87 |
| | 1st Mortgage, Sterling..... | 1,000,000 | 7* | " | London. | 1891 | .... |  | Bonds for real estate..... | 162,000 | 6 | " | " | 1883 | 87 |
| | 2d Mortgage..... | 2,500,000 | 7 | May & Nov. | Baltimore. | 1896 | 68 | | Bonds and mortgages..... | 58,215 | 7 | various. | " | var. | .... |
| | Scioto and Hocking Valley..... | 300,000 | 7 | " | " | 1896 | .... |  | Convertible bonds..... | 210,000 | 7 | Feb. & Aug. | " | 1876 | 120 |
| | Memphis and Charleston: | | | | | | | | Renewal bonds of 1868..... | 2,900,000 | 6 | June & Dec. | " | 1887 | 90 |
| | Tenn. State Loan..... | 1,595,530 | 6 | Jan. & July. | New York. | 1890 | .... |  | New York and Flushing: | | | | | | |
| | 1st Mortgage, Convertible..... | 1,293,000 | 7 | May & Nov. | " | 1880 | 85 | | 1st Mortgage..... | 125,000 | 7 | — & — | New York. | 18— | .... |
| | 2d Mortgage..... | 1,000,000 | 7 | Jan. & July. | " | 1885 | .... |  | New York and Harlem: | | | | | | |
| | Memphis and Little Rock: | | | | | | | | 1st Mortgage of 1853..... | 3,000,000 | 7 | May & Nov. | New York. | 1873 | 101 |
| | Tenn. State, endorsements..... | 445,000 | 6 | Jan. & July. | New York. | 1890 | .... |  | Consolidated mortgage of 1863..... | 1,797,000 | 7 | Feb. & Aug. | " | 1893 | .... |
| | Mortgage (road and land)..... | 1,300,000 | 8 | May & Nov. | " | 1890 | .... |  | New York and New Haven: | | | | | | |
| | Ark. State Loan..... | 900,000 | 7 | Jan. & July. | " | 1897 | .... |  | 1st Mortgage..... | 1,069,500 | 6 | April & Oct. | New York. | 1875 | 98 |
| | Michigan Central: | | | | | | | | New York, Providence & Boston: | | | | | | |
| | 1st Mortgage, sterling..... | 467,489 | 6* | Jan. & July. | London. | 1872 | .... |  | 1st Mortgage..... | 250,000 | 6 | Feb. & Aug. | New York. | 1873-78 | .... |
| | 1st Mortgage, sterling, convertible | 500,000 | 8* | March & Sept. | " | 1869 | .... |  | Extension Bonds..... | 250,000 | 6 | May & Nov. | " | 1883 | .... |
| | 1st Mortgage, dollars, convertible | 1,294,500 | 8 | " | New York. | 1869 | 113 | | Norfolk and Petersburg: | | | | | | |
| | 1st Mortgage, dollars, convertible | 600,000 | 8 | April & Oct. | " | 1882 | .... |  | 1st Mortgage..... | 110,500 | 7 | Jan. & July. | New York. | 1875 | 72 |
| | Consol. Sinking Fund Mortgage | 4,207,000 | 8 | " | " | 1882 | 130 | | 1st Mortgage..... | 303,000 | 8 | " | " | 1875 | 80 |
| | Michigan Southern & North. Ind. | | | | | | | | 2d Mortgage for \$300,000..... | 43,000 | 8 | " | Norfolk. | 1872 | .... |
| | 1st Mortgage, Sinking Fund..... | 6,728,000 | 7 | May & Nov. | New York. | 1885 | 98 | | North Eastern: | | | | | | |
| | 2d Mortgage..... | 2,693,000 | 7 | " | " | 1877 | 92 | | 1st Mortgage..... | 700,000 | 7 | March & Sept. | Charleston. | 1869 | 78 |
| | Detroit, Monroe & Toledo Mort. | 924,000 | 7 | Feb. & Aug. | " | 1 | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

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| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|------------------------------------|-----------|-------|-------------------|---------------|---------|--------|--|-----------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| North Carolina: | | | | | | | Portland and Kennebec: | | | | | | |
| Equipment Bonds of 1857..... | \$339,000 | 8 | March & Sept. | Co.'s shops. | 1867 | | 1st Mortgage..... | \$230,000 | 6 | April & Oct. | Boston. | 1883 | |
| New Loan for \$800,000..... | | 8 | | | 1887 | | Consolidated Bonds..... | 300,000 | 6 | | " | 1896 | |
| Norwich and Worcester: | | | | | | | Pittsburg, Ft. Wayne & Chicago: | | | | | | |
| 1st Mort. (Mass. Loan) skg fund | 400,000 | 6 | Jan. & July. | Boston. | 1877 | | 1st Mortgage (Series A)..... | 875,000 | 7 | Jan. & July. | New York. | 1912 | 100 |
| Construction bonds..... | 124,500 | 7 | | " | 1877 | | 1st Mortgage (Series B)..... | 875,000 | 7 | Feb. & Aug. | " | 1912 | |
| Steamboat mortgage..... | 45,000 | 7 | Feb. & Aug. | " | 1870 | | 1st Mortgage (Series C)..... | 875,000 | 7 | March & Sept. | " | 1912 | |
| Ogdensburg and Lake Champlain: | | | | | | | 1st Mortgage (Series D)..... | 875,000 | 7 | April & Oct. | " | 1912 | |
| 1st Mort. conv. into pref. stock. | 985,000 | 7 | Jan. & July. | Boston. | 1870 | 100 | 1st Mortgage (Series E)..... | 875,000 | 7 | May & Nov. | " | 1912 | |
| Equipment Bonds..... | 300,000 | 8 | " | " | '69-'78 | 102 | 1st Mortgage (Series F)..... | 875,000 | 7 | June & Dec. | " | 1912 | |
| Ohio and Mississippi: | | | | | | | 2d Mortgage (Series G)..... | 860,000 | 7 | Jan. & July. | " | 1912 | 96 |
| 1st Mortgage, E. Div..... | 2,050,000 | 7 | Jan. & July. | New York. | 1872 | 92 | 2d Mortgage (Series H)..... | 860,000 | 7 | Feb. & Aug. | " | 1912 | |
| 1st Mortgage, W. Div..... | 850,000 | 7 | " | " | 1872 | | 2d Mortgage (Series I)..... | 860,000 | 7 | March & Sept. | " | 1912 | |
| 2d Mortgage, W. Div..... | 556,000 | 7 | " | " | 1874 | | 2d Mortgage (Series K)..... | 860,000 | 7 | April & Oct. | " | 1912 | |
| Income, W. Div..... | 221,500 | 7 | April & Oct. | " | 1882 | | 2d Mortgage (Series L)..... | 860,000 | 7 | May & Nov. | " | 1912 | |
| Consolidated Mort. for \$6,000,000 | 1,652,000 | 7 | Jan. & July. | " | 1898 | 83 | 2d Mortgage (Series M)..... | 860,000 | 7 | June & Dec. | " | 1912 | |
| Consolidated Mort. sterling..... | 83,420 | | " | London. | 1898 | | 3d Mortgage..... | 2,000,000 | 7 | April & Oct. | " | 1912 | 92 |
| Oil Creek and Allegheny River: | | | | | | | Bridge (O. & P. R. R.) bonds... | 153,000 | 7 | May & Nov. | " | 1876 | |
| 1st Mortgage..... | 3,170,000 | 7 | Jan. & July. | Philadelphia. | 1897 | | Placerville and Sacramento: | | | | | | |
| Old Colony and Newport: | | | | | | | 1st Mortgage..... | 225,000 | 10 | Jan. & July. | San Francisco | 1894 | |
| Company Bonds..... | 1,000,000 | 6 | March & Sept. | Boston. | 1876 | | 1st Mortgage..... | 525,000 | 10* | " | " | 1894 | |
| Company Bonds..... | 458,000 | 6 | April & Oct. | " | 1875 | 93 | Providence, Warren and Bristol: | | | | | | |
| Company Bonds..... | 1,388,000 | 7 | Feb. & Aug. | " | 1877 | 100 | 1st Mortgage..... | 100,000 | 8 | March & Sept. | Providence. | 1872 | |
| Orange, Alexandria & Manassas: | | | | | | | 2d Mortgage..... | 50,000 | 8 | June & Dec. | " | 1877 | |
| 1st Mort. (Alex. to Gordonsville) | 400,000 | 6 | May & Nov. | New York. | 1873 | 80 | Quincy and Toledo: | | | | | | |
| 2d Mort. (Charlotte to Lynchb.) | 1,130,500 | 6 | Jan. & July. | " | 1875 | 73 | 1st Mortgage..... | 500,000 | 7 | May & Nov. | New York. | 1890 | |
| 3d Mort. " " " | 753,500 | 8 | May & Nov. | Richmond. | 1873 | 83 | Raritan and Delaware Bay: | | | | | | |
| 4th Mort. " " " | 331,700 | 8 | March & Sept. | Alexandria. | 1880 | 78 | 1st Mortgage, S. F. (68 m.).... | 1,000,000 | 7 | March & Sept. | New York. | 1888 | |
| 1st Mort. (general)..... | 708,000 | 7 | Jan. & July. | New York. | 1882 | 78 | 2d Mortgage..... | 250,000 | 7 | " | " | 1888 | |
| Va. State Loan..... | 249,962 | 6 | " | " | 1887 | | Equipment Bonds, convertible.. | 296,000 | 7 | " | " | 1876 | |
| Oswego Valley: | | | | | | | Reading and Columbia: | | | | | | |
| 1st Mortgage 5-20 years..... | 200,000 | 10 | Jan. & July. | New York. | 1888 | | 1st Mortgage..... | 650,000 | 7 | March & Sept. | Philadelphia. | 1882 | |
| Oswego and Rome: | | | | | | | 2d Mortgage..... | 350,000 | 7 | June & Dec. | " | 1884 | |
| 1st Mort. guar. by R. W. & O.. | 500,000 | 7 | May & Nov. | New York. | 1916 | | Rensselaer and Saratoga: | | | | | | |
| Income..... | 200,000 | 6 | Feb. & Aug. | " | 1891 | | 1st Mortgage (R. & S.)..... | 150,000 | 7 | Jan. & July. | New York. | 1873 | |
| Oswego and Syracuse: | | | | | | | 1st Mortgage (Sar. & Whitehall) | 400,000 | 7 | March & Sept. | " | 1886 | |
| 1st Mortgage..... | 498,500 | 6 | May & Nov. | New York. | '70-'80 | | 1st Mort. (Troy, Salem & Rutl.) | 500,000 | 7 | May & Nov. | " | 1890 | |
| 2d Mortgage..... | 375,000 | 7 | " | " | 1885 | | 2d Mortgage (R. & S.)..... | 450,000 | 7 | Jan. & July. | " | '80-'87 | |
| Pacific of Mo.: | | | | | | | Richmond and Danville: | | | | | | |
| Mortgage, construction..... | 1,500,000 | 7 | Jan. & July. | New York. | 1880 | 91 | Virginia State Loan..... | 600,000 | 6 | Jan. & July. | New York. | '87-'88 | |
| St. Louis Loan..... | 700,000 | 6 | " | " | '71-'73 | 97 | Bonds guaranteed by Virginia.. | 161,600 | 6 | " | " | '75-'76 | 72 |
| 1st (new) Mortgage..... | 7,000,000 | 6 | Feb. & Aug. | New York. | 1888 | | Consolidated, coupon..... | 1,298,000 | 6 | May & Nov. | " | '75-'90 | |
| Panama: | | | | | | | Consolidated, registered..... | 408,500 | 6 | " | Richmond. | '75-'90 | |
| 1st Mortgage, Sterling..... | 416,000 | 7* | April & Oct. | London. | 1870 | | Rich. Frederickburg & Potomac: | | | | | | |
| 2nd Mortgage, Sterling..... | 346,000 | 7* | " | " | 1875 | | Company Bonds, sterling..... | 67,778 | 6* | Jan. & July. | London. | 1875 | |
| 2d Mortgage, Sterling..... | 1,150,000 | 7* | Feb. & Aug. | " | 1872 | | Company Bonds, dollar..... | 172,800 | 7 | " | Richmond. | 1875 | |
| Paterson and Newark: | | | | | | | Richmond and Petersburg: | | | | | | |
| 1st Mortgage guaranteed..... | 500,000 | 7 | Jan. & July. | New York | 1888 | | Company Bonds (coup. & reg.).. | 130,500 | 7 | June & Dec. | N. Y. & Rich. | 1875 | |
| Pemberton and Hightstown: | | | | | | | Company Bonds (coupons)..... | 175,000 | 8 | March & Sept. | Philadelphia. | 1870 | |
| 1st Mortgage endorsed..... | 160,000 | 7 | — & — | New York. | 1877 | | Richmond and York River: | | | | | | |
| Peninsula (C. & N. W.): | | | | | | | 1st Mortgage..... | 600,000 | 8 | — & — | New York. | 18— | |
| 1st Mortgage..... | 1,010,000 | 7 | March & Sept. | New York. | 1898 | 96 | Roanoke Valley (R. & Dan.): | | | | | | |
| Pennsylvania: | | | | | | | 1st Mortgage..... | 160,800 | 7 | Feb. & Aug. | Richmond. | '69-'76 | |
| 1st Mort. {Harriab. to Pittsb.} | 4,972,000 | 6 | Jan. & July. | Philadelphia. | 1880 | 99 | Rockford, R. Island & St. Louis: | | | | | | |
| 2d Mort. { " " } | 2,594,000 | 6 | April & Oct. | " | 1875 | 98 | 1st Mortgage, convertible, S.F. free | 9,000,000 | 7* | Feb. & Aug. | N. Y. & Lond. | 1919 | 90 |
| 2d M. stg. { " " } | 2,283,840 | 6 | " | London. | 1875 | | Rock Island and Peoria: | | | | | | |
| General Mortgage..... | 1,545,000 | 6 | J. A. J. & O. | Philadelphia. | 1910 | | 1st Mortgage..... | 1,384,000 | 7 | — & — | New York. | 18— | |
| State lien on whole property.. | 6,232,755 | 5 | April & Oct. | Harrisburg. | 1890 | | Rome, Watertown & Ogdensb.: | | | | | | |
| Short Bonds and Debentures.... | 3,529,728 | 6 | J. A. J. & O. | Philadelphia. | '69-'71 | | 1st Mortgage, Sinking Fund.... | 571,000 | 7 | June & Dec. | New York. | 1891 | 100 |
| Pennsylvania and New York: | | | | | | | Sinking Fund (Watert. & Rome) | 757,500 | 7 | March & Sept. | " | 1890 | |
| 1st Mortgage guaranteed..... | 2,697,000 | 7 | — & — | Philadelphia. | 18— | | 1st Mort. (Potsdam & Watert.). | 511,500 | 7 | June & Dec. | " | '69-'74 | |
| Pensacola and Georgia: | | | | | | | Rutland and Burlington: | | | | | | |
| 1st Mortgage..... | 1,135,300 | 7 | Jan. & July. | New York. | 18— | | 1st Mort. conv. into pref. stock.. | 1,800,000 | 7 | Feb. & Aug. | Boston. | 1863 | 140 |
| 1st Mortgage (Tallahassee R.R.) | 206,000 | 8 | " | " | 18— | | 2d Mort. conv. into com. stock.. | 937,500 | 7 | " | " | 1863 | 60 |
| 2d Mortgage..... | 255,000 | 7 | " | " | 18— | | Sacramento Valley: | | | | | | |
| Peoria and Bureau Valley: | | | | | | | 1st Mortgage..... | 400,000 | 10* | Jan. & July. | New York. | 1875 | |
| 1st Mortgage..... | 600,000 | 8 | Jan. & July. | New York. | 18— | | 2d Mortgage..... | 329,000 | 10* | Feb. & Aug. | Sacramento. | 1881 | |
| Peoria, Pekin and Jacksonville: | | | | | | | St. Joseph and Council Bluffs: | | | | | | |
| 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1887 | | 1st Mortgage (in Missouri 80 m.) | 1,400,000 | 10 | March & Sept. | Boston. | 1893 | |
| Perkiomen: | | | | | | | 1st Mortgage (in Iowa 52 m.)... | 150,000 | 10 | " | " | 1882 | |
| 1st Mortgage..... | 255,000 | 6 | — & — | Philadelphia. | 18— | | 2d Mortgage (" | | | | | | |

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| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--------------------------------------|------------|-------|-------------------|---------------|---------|--------|--------------------------------------|-----------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Seaboard and Roanoke: | | | | | | | Vicksburg and Meridian: | | | | | | |
| 1st Mortgage..... | \$210,000 | 7 | & | New York. | 1880 | | Consolidated Mort.—1st class... | \$722,500 | 7 | Apr. & Oct. | Philadelphia. | 1890 | .... |
| 3d Mortgage..... | 71,000 | 7 | & | " " | 1870 | | " " 2d class... | 850,000 | 7 | " " or | " " | 1890 | .... |
| Seima and Meridian: | | | | | | | " " 3d class... | 154,000 | 7 | Jan. & Jul. | " " | 1890 | .... |
| 1st Mortgage..... | 79,875 | 7 | & | " " | .... |  | " " 4th class... | 1,283,000 | 7 | " " | " " | 1890 | .... |
| 2d Mortgage..... | 52,000 | 8 | & | " " | .... |  | Virginia and Tennessee: | | | | | | |
| 3d Mortgage..... | 665,000 | 7 | & | " " | .... |  | 1st Mortgage..... | 404,000 | 6 | June & Dec. | New York. | 1872 | .... |
| Seima, Rome and Dalton: | | | | | | | 2d Mortgage..... | 23,500 | 6 | " " | " " | 1868 | 64 |
| 1st Mort. (Ala. and Tenn. River) | 838,500 | 7 | Jan. & July. | New York. | 1872 | .... | 3d Mortgage (Enlarged)..... | 990,000 | 6 | " " | " " | 1884 | 66 |
| 2d Mort. (Ala. and Tenn. River) | 241,100 | 8 | " " | " " | 1864 | .... | Income Bonds..... | 138,500 | 6 | " " | " " | 1865 | .... |
| Gen. Mort. (S.R. & D.) free of tax | 5,000,000 | 7 | April & Oct. | " " | 1887 | .... | Funding Bonds (\$1,000,000)..... | 736,000 | 8 | " " | " " | 1890 | 72 |
| Shamokin Valley and Pottsville: | | | | | | | Warren: | | | | | | |
| 1st Mortgage..... | 700,000 | 7 | Feb. & Aug. | Philadelphia. | 1872 | 72 | 1st Mortgage, guaranteed..... | 511,400 | 7 | Feb. & Aug. | New York. | 1875 | .... |
| Rheyboygan and Fond Lac: | | | | | | | Warwick Valley: | | | | | | |
| 1st Mortgage..... | 264,000 | 7 | Feb. & Aug. | New York. | 1884 | .... | 1st Mortgage..... | 85,000 | 7 | April & Oct. | New York. | 1890 | .... |
| Sioux City and Pacific: | | | | | | | Western Alabama: | | | | | | |
| 1st Mortgage..... | 1,628,320 | 7 | April & Oct. | New York. | 1893 | .... | 1st Mortgage, guar..... | 500,000 | 7 | April & Oct. | New York. | 1888 | .... |
| 2d Mortgage (Gov. subsidy)..... | 1,628,320 | 6 | Jan. & July. | " " | 1898 | .... | West Wisconsin: | | | | | | |
| Somerset and Kennebec: | | | | | | | 1st Mort. Land Grant, etc. conv | 1,000,000 | 7 | Jan. & July. | London. | 1884 | 70 |
| 1st Mortgage..... | 300,000 | 6 | June & Dec. | Augusta. | 1874 | .... | West Chester and Philadelphia: | | | | | | |
| 2d Mortgage..... | 250,000 | 6 | " " | " " | 1876 | .... | 1st Mortgage, convertible..... | 400,000 | 7 | Jan. & July. | Philadelphia. | 1873 | .... |
| Shore Line (N. H. & N. L.): | | | | | | | 2d Mortgage, registered..... | 562,000 | 8 | April & Oct. | " " | 1878 | 90 |
| 1st Mortgage, reconstruction..... | 55,000 | 7 | March & Sept. | New Haven. | 1880 | .... | West Jersey: | | | | | | |
| South Carolina: | | | | | | | Loan of 1883 for \$1,000,000..... | 238,000 | 6 | March & Sept. | Philadelphia. | 1883 | 90 |
| Sterling Bonds \$452,912 | 2,612,944 | 5* | Jan. & July. | London. | '71-'85 | .... | Loan of 1896 for \$1,000,000..... | 983,500 | 6 | Jan. & July. | " " | 1896 | .... |
| Sterling Bonds \$59,031 | 262,366 | 5* | " " | Charleston. | '71-'85 | .... | Western (Boston and Albany)..... | | | | | | |
| Domestic Bonds..... | 418,016 | 6 | " " | " " | '73-'74 | .... | 1st Mortgage, convertible..... | 2,051,520 | 5* | April & Oct. | London. | '60-'71 | 97 |
| Domestic Bonds..... | 568,500 | 7 | April & Oct. | " " | '69-'72 | .... | Dollar Bonds..... | 798,000 | 6 | " " | Boston. | 1875 | 97 |
| Domestic Bonds..... | 353,500 | 7 | Jan. & July. | " " | '88-'91 | .... | Western Maryland: | | | | | | |
| South and North Alabama: | | | | | | | 1st Mortgage, endorsed by Balt. | 600,000 | 6 | Jan. & July. | Baltimore. | 1890 | 89 |
| 1st Mort. (\$16,000 p.m.) endorsed | .... | 8 | & | New York. | 1889 | .... | 2d Mort. for \$300,000, end. by B. | 300,000 | 6 | " " | " " | 1890 | 82 |
| South Shore: | | | | | | | 2d M. for \$300,000, end. by W. Co. | 300,000 | 6 | " " | " " | 1890 | 70 |
| 1st Mortgage..... | 150,000 | 6 | April & Oct. | Boston. | 1880 | 90 | Western Pennsylvania: | | | | | | |
| South Side, Va.: | | | | | | | 1st Mortgage, guaranteed..... | 1,800,000 | 6 | April & Oct. | Philadelphia. | 18— | 81 |
| Virginia State Loan..... | 800,000 | 6 | Jan. & July. | New York. | 1887 | .... | Western Union: | | | | | | |
| 2d Mort., guar. by Petersburg..... | 300,000 | 6 | " " | Petersburg. | '70-'75 | 65 | 1st Mortgage for \$5,000,000..... | 4,000,000 | 7 | Feb. & Aug. | New York. | 1896 | .... |
| 3d Mort. (for City Point R. R.)..... | 175,000 | 6 | " " | " " | '65-'68 | .... | Whitehall and Flattsburg: | | | | | | |
| 4th Mortgage..... | 317,000 | 6 | " " | " " | '70-'72 | .... | 1st Mortgage..... | 250,000 | 7 | Jan. & July. | New York. | 1873 | .... |
| Consol. Mortgage..... | .... | 8 | " " | New York. | '84-'90 | .... | Wicomico and Pocomoke: | | | | | | |
| South Side, L. I.: | | | | | | | 1st Mortgage..... | 150,000 | 6 | Jan. & July. | Philadelphia. | 1888 | .... |
| 1st Mortgage..... | 750,000 | 7 | March & Sept. | New York. | 1887 | .... | Wilm., Charlotte & Rutherford: | | | | | | |
| South Western: | | | | | | | N. Car. State Loan..... | 2,320,000 | 6 | Jan. & July. | New York. | '90-'92 | .... |
| 1st Mortgage..... | 430,000 | 8 | various. | Macon. | '75-'85 | .... | 1st Mortgage guar. by State..... | .... | 8 | " " | " " | 1897 | 75 |
| South West Pacific: | | | | | | | Wilmington and Manchester: | | | | | | |
| 1st Mort. guar. by Atl. & Pacific | 2,000,000 | 6* | Jan. & July. | New York. | 1871 | .... | 1st Mortgage, 1st pref..... | 725,000 | 7 | June & Dec. | New York. | 1886 | .... |
| Southern Minnesota: | | | | | | | 2d Mortgage, 2d pref..... | 146,000 | 7 | " " | " " | 1886 | .... |
| 1st Mort. (10-20 yrs) \$20,000 p.m. | .... | 8 | Jan. & July. | New York. | 1888 | .... | 2d Mortgage, 3d pref..... | 528,000 | 7 | " " | " " | 1886 | .... |
| Springfield and Columbus: | | | | | | | 2d Mortgage..... | 80,000 | 7 | May & Nov. | " " | 1873 | .... |
| 1st Mortgage..... | 150,000 | 7 | Jan. & July. | New York. | 1871 | .... | Wilmington and Weldon: | | | | | | |
| Staten Island: | | | | | | | 1st Mortgage, Sterling..... | 576,888 | 6* | Jan. & July. | London. | 1881 | .... |
| 1st Mortgage..... | 200,000 | 7 | Jan. & July. | New York. | 1886 | .... | 2d Mortgage, Sterling..... | 197,777 | 7* | May & Nov. | " " | 1886 | .... |
| Sterling Mountain: | | | | | | | Sinking Fund Mortgage..... | 508,000 | 7 | Jan. & July. | New York. | 1896 | 91 |
| 1st Mortgage..... | 350,000 | 7 | & | New York. | 1874 | .... | York and Cumberland (N. Cent.): | | | | | | |
| Sullivan: | | | | | | | 1st Mortgage..... | 175,000 | 6 | May & Nov. | Baltimore. | 1870 | .... |
| 1st Mortgage..... | 500,000 | 6 | Jan. & July. | Boston. | 1875 | .... | 2d Mortgage..... | 25,000 | 6 | Jan. & July. | " " | 1871 | .... |
| 2d Mortgage..... | 250,000 | 6 | Feb. & Aug. | " " | 1880 | .... | 3d Mortgage..... | 500,000 | 6 | " " | " " | 1877 | .... |
| Syracuse, Binghamton and N. Y.: | | | | | | | CANAL BONDS: | | | | | | |
| 1st Mortgage..... | 1,720,000 | 7 | April & Oct. | New York. | 1876 | .... | Chesapeake and Delaware: | | | | | | |
| Summit Branch: | | | | | | | 1st Mortgage..... | 2,254,000 | 7 | Jan. & July. | Philadelphia. | 1882 | 91 |
| 1st Mortgage..... | 528,000 | 6 | & | Philadelphia. | 18— | .... | Chesapeake and Ohio: | | | | | | |
| Sussex: | | | | | | | State (Md.) Loan..... | 2,000,000 | 6 | J. A. J. & O. | Baltimore. | 1870 | 91 |
| 1st Mortgage..... | 200,000 | 6 | & | New York. | 18— | .... | Sterling, guaranteed..... | 4,375,000 | 6* | " " | London. | 1890 | .... |
| Toga: | | | | | | | Preferred Bonds..... | 1,099,500 | 6 | Jan. & July. | Baltimore. | 1885 | .... |
| 1st Mortgage..... | 250,500 | 7 | May & Nov. | Philadelphia. | 1872 | 95 | Delaware Division: | | | | | | |
| Toledo, Peoria and Warsaw: | | | | | | | 1st Mortgage..... | 800,000 | 6 | Jan. & July. | Philadelphia. | 1878 | 82 |
| 1st Mortgage (E. Div.)..... | 1,600,000 | 7 | June & Dec. | New York. | 1894 | 84 | Delaware and Hudson: | | | | | | |
| 1st Mortgage (W. Div.)..... | 1,600,000 | 7 | Feb. & Aug. | " " | 1896 | 84 | 1st Mortgage..... | 531,000 | 7 | March & Sept. | New York. | 1870 | .... |
| 2d Mortgage (W. Div.)..... | 1,300,000 | 7 | April & Oct. | " " | 1886 | .... | 1st Mortgage (new)..... | 1,500,000 | 7 | May & Nov. | " " | 1877 | .... |
| Toledo, Wabash and Western: | | | | | | | Delaware and Raritan (See Cam | | | | | | |
| 1st Mort. (Tol. & Ill. 75 m.)..... | 900,000 | 7 | Feb. & Aug. | New York. | 1890 | 89 | den and | | | | | | |
| 1st M. (L. Erie, W. & St. L. 167 m.) | 2,500,000 | 7 | " " | " " | 1890 | .... | Erie of Pennsylvania: | | | | | | |
| 2d Mort. (Tol. & Wabash 75 m.)..... | 1,000,000 | 7 | May & Nov. | " " | 1878 | 85 | 1st Mortgage..... | 673,798 | 7 | Jan. & July. | Philadelphia. | 1868 | .... |
| 2d Mort. (Wab. & West. 167 m.)..... | 1,500,000 | 7 | " " | " " | 1871 | .... | Interest Bonds..... | 161,900 | 7 | " " | " " | 18— | .... |
| Equipm't Bonds (T. & W. 75m.)..... | 600,000 | 7 | " " | " " | 1883 | 79 | Illinois and Michigan: | | | | | | |
| Consol. M. (T. W. & W. 499 m.)..... | 2,332,000 | 7 | F. M. A. & N. | " " | 1907 | 85 | Ill. State bonds, sterling, coupon | 767,222 | 6* | April & Oct. | London. | 1870 | .... |
| Troy and Boston: | | | | | | | Ill. State bonds, sterling, reg..... | 600,967 | 6* | " " | " " | 1870 | .... |
| 1st Mortgage..... | 300,000 | 7 | Jan. & July. | New York. | 1887 | .... | Ill. State bonds, stg. coup. & reg. | 32,700 | 6* | " " | New York. | 1870 | .... |
| 2d Mortgage..... | 300,000 | 7 | April & Oct. | " " | 1885 | .... | Ill. State b'ds, cur. coup. & reg. | 35,400 | 6 | Jan. & July. | " " | 1870 | .... |
| 3d Mortgage..... | 650,000 | 7 | May & Nov. | " " | 1875 | .... | Lehigh Coal and Navigation: | | | | | | |
| Convertible Bonds..... | 325,000 | 7 | March & Sept. | " " | 1882 | .... | 1st Loan..... | 384,162 | 6 | J. A. J. & O. | Philadelphia. | 1870 | .... |
| Troy Union: | | | | | | | 2d Loan..... | 5,006,122 | 6 | " " | " " | 1884 | 80 |
| 1st Mortgage, guaranteed..... | 500,000 | 6 | Jan. & July. | New York. | 1873 | .... | 3d Loan..... | 2,000,000 | 6 | " " | " " | 1897 | .... |
| 2d Mortgage, guaranteed..... | 360,000 | 6 | " " | " " | 1878 | .... | Gold Loan..... | 5,000,000 | 6* | June & Dec. | " " | 1897 | 98 |
| Union Pacific: | | | | | | | Convertible Loan..... | 1,201,850 | 6 | " " | " " | 1877 | 81 |
| 1st Mortgage, free..... | 25,998,000 | 6* | Jan. & July. | New York. | '95-'99 | 83 | Monongahela Navigation: | | | | | | |
| 2d Mortgage (Gov. subsidy)..... | 25,998,000 | 6 | " " | " " | '95-'99 | .... | 1st Mortgage..... | 125,000 | 6 | Jan. & July. | Pittsburg. | 1887 | .... |
| Union Pacific—Central Branch: | | | | | | | 2d Mortgage..... | 57,000 | 6 | " " | " " | 18— | .... |
| 1st Mortgage..... | 1,600,000 | 6* | May & Nov. | New York. | 1895 | .... | Morris (and Banking): | | | | | | |
| 2d Mortgage (Gov. subsidy)..... | 1,600,000 | 6 | Jan. & July. | " " | 1895 | .... | 1st Mortgage..... | 465,500 | 6 | April & Oct. | Jersey City. | 1876 | 90 |
| Union Pacific—Eastern Division: | | | | | | | 2d Mortgage..... | 302,750 | 6 | " " | " " | 1876 | .... |
| 1st Mortgage on 140 miles..... | 2,240,000 | 6* | Feb. & Aug. | New York. | 1895 | .... | Boat Loan..... | 232,087 | 6 | " " | " " | 1885 | 80 |
| 1st Mortgage on 254 miles..... | 4,063,000 | 6* | June & Dec. | " " | 1896 | .... | North Branch: | | | | | | |
| 2d Mortgage (Gov. subsidy)..... | 6,303,000 | 6 | Jan. & June. | " " | '95-'97 | .... | 1st Mortgage..... | 590,000 | 6 | May & Nov. | Philadelphia. | 1876 | .... |
| 1st Mort. (Leavenworth Br.)..... | 600,000 | 7 | May & Nov. | " " | 1896 | .... | Schuylkill Navigation: | | | | | | |
| Land Grant Mort. for \$500,000..... | 361,000 | 7 | March & Sept. | " " | '71-'76 | .... | 1st Mortgage..... | 1,764,550 | 6* | March & Sept. | Philadelphia. | 1872 | 80 |
| Income bonds \$10,000 p. m..... | 4,275,350 | 7 | June 1, '71 | " " | 1916 | .... | 2d Mortgage..... | 3,980,670 | 6 | Jan. & July. | " " | 1882 | 63 |
| Vermont Central: | | | | | | | Improvement Loan..... | 1,061,670 | 6 | May & Nov. | " " | 1876 | 61 |
| 1st Mortgage..... | 3,000,000 | 7 | June & Dec. | Philadelphia. | 1886 | 80 | Susquehanna and Tide Water: | | | | | | |
| 2d Mortgage..... | 1,500,000 | 7 | " " | Boston. | 1891 | 30 | Md. State Loan, sterling..... | 1,000,000 | 6 | Jan. & July. | London. | 1885 | .... |
| Equip. Loan (Vt. C. & Vt. & Ca.) | 1,000,000 | 8 | May & Nov. | " " | '76-'77 | 101 | Coupon Bonds..... | 1,250,000 | 6 | " " | Baltimore. | 1878 | 57 |
| Vermont and Massachusetts: | | | | | | | Preferred Interest Bonds..... | 325,000 | 6 | " " | " " | 1894 | .... |
| 1st Mortgage..... | 550,000 | 6 | Jan. & July. | Boston. | 1883 | 90 | Union (Pa.): | | | | | | |
| Vermont Valley: | | | | | | | 1st Mortgage..... | 3,000,000 | 6 | May & Nov. | Philadelphia. | 1883 | 10 |
| 1st Mortgage..... | 386,000 | 7 | April & Oct. | New York. | 1860 | .... | West Branch and Susquehanna: | | | | | | |
| 2d Mortgage..... | 114,000 | 6 | " " | Boston. | 1860 | .... | 1st Mortgage, sinking fund..... | 750,000 | 6 | Jan. & July. | Philadelphia. | 1878 | .... |
| 3d Mortgage..... | 293,200 | 7 | " " | New York. | 1869 | .... | Wyoming Valley: | | | | | | |
| | | | | | | | 1st Mortgage..... | 600,000 | 6 | Jan. & July. | Philadelphia. | 1878 | 80 |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

an asterisk () occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad" A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."*

[illegible]

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk () occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "all" and running dots (....) signify "not ascertainable."*

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debits, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

| Abstract of General Balance Sheet. | | | | | | | | | | | | | | | | | | | Value of Shares | | | |
|------------------------------------|----------------|--------------|-----------------------|-----------------------|----------|-----------|-----------------|--------------------|----------------|-------------|--------------------|-----------|---------|-----------|-----------------|--------------------|---------------|-------------|-----------------|---------|---------|------------|
| Property and Assets. | | | | Liabilities. | | | | Operations. | | | | Earnings. | | Par. | P. c. | | | | | | | |
| Railroad. | Rolling Stock. | Assets. | Accounts and Cash. | Stocks. | Bonds. | Accounts. | Surplus Income. | Railroad Operated. | Trains Moved. | Passengers. | Freight. | Gross. | Net. | | | Dividends. | | | | | | |
| Years ending. | Main Line. | Branch Line. | 2d Track and Sidings. | Railroad in progress. | Engines. | Cars. | Freight. | Companies. | Rolling Stock. | Assets. | Accounts and Cash. | Stocks. | Bonds. | Accounts. | Surplus Income. | Railroad Operated. | Trains Moved. | Passengers. | Freight. | Gross. | Net. | Dividends. |
| Dec. 31, 1868 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwest Pacific | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 91.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| July 31, 1868 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Dec. 31, 1868 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Sept. 30, 1868 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Oct. 31, 1868 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Nov. 30, 1868 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Dec. 31, 1868 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Jan. 31, 1869 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Feb. 28, 1869 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Mar. 31, 1869 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Apr. 30, 1869 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| May 31, 1869 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| June 30, 1869 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| July 31, 1869 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Aug. 31, 1869 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Sept. 30, 1869 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Oct. 31, 1869 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Nov. 30, 1869 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Dec. 31, 1869 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Jan. 31, 1870 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Feb. 28, 1870 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Mar. 31, 1870 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Apr. 30, 1870 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| May 31, 1870 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| June 30, 1870 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| July 31, 1870 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Aug. 31, 1870 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Sept. 30, 1870 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Oct. 31, 1870 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Nov. 30, 1870 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Dec. 31, 1870 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Jan. 31, 1871 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Feb. 28, 1871 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Mar. 31, 1871 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Apr. 30, 1871 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| May 31, 1871 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| June 30, 1871 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| July 31, 1871 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Aug. 31, 1871 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,224 | 68.0 | 450,274 | 333,302 | 2,783,824 | 920,544 | 342,739 | 100 |
| Sept. 30, 1871 | 107.5 | 100.0 | 6.5 | 225.0 | 26 | 2 | 8 | Southwestern | 3,719,813 | 208,792 | 227,854 | 3,210,000 | 430,000 | 386,016 | 130,22 | | | | | | | |

CITY PASSENGER RAILROAD SHARE AND BOND LIST.

HORSE PASSENGER RAILROAD SHARE LIST.

PASSENGER RAILROAD BONDS.

| Years ending. | Length equiv. single track. | Horses & 1st Dummies. | Cars. | COMPANIES. | Cost of Road and Equipment. | Share Capital. | Indebtedness. | | Earnings. | | Value of Shares. | | COMPANIES. | Amount out-standing. | inter-est. | Pay-able. | Principal Payable. | Market Price. |
|---------------|-----------------------------|-----------------------|-------|--|-----------------------------|----------------|---------------|----------------|-----------|---------|----------------------------|------|------------|----------------------|------------|-----------|--------------------|---------------|
| | | | | | | | Bonded Debt. | Floating Debt. | Gross. | Net. | Dividends on paid Capital. | Par. |  |  |  |  |  |  | Paid. | Market. |
| Sept. 30, '68 | 7.37 | 91 | 12 | Albany..... N.Y. | 139,414 | 98,900 | 40,000 | 5,000 | 57,580 | Loss. | | 100 | 100 | | | | | |
| Nov. 30, '68 | | | | Albany st. Freight (B'ton) Mass. | | 150,000 | | | | | | 100 | 100 | | | | | |
| Oct. 31, '68 | 3.25 | 12 | 35 | Allentown..... Pa. | 72,674 | 31,500 | 29,814 | 12,191 | 6,771 | 3,093 | | 100 | 100 | | | | | |
| Dec. 31, '68 | 450 | 80 | 50 | Baltimore City..... Md. | | | | | | | | 100 | 100 | | | | | |
| Sept. 30, '68 | 22.00 | 401 | 80 | Bleeker st. & F. (N.Y.C.) N.Y. | 1,747,127 | 900,000 | 694,000 | 40,713 | 302,566 | 51,760 | | 100 | 100 | | | | | |
| Nov. 30, '68 | 3.53 | | | Boston and Chelsea..... Mass. | 110,000 | 110,000 | | | 8,800 | 1,193 | 6.5 | 100 | 100 | | | | | |
| Sept. 30, '68 | 10.76 | 162 | 40 | Broadway (Brooklyn)..... N.Y. | 277,169 | 200,000 | 35,000 | 29,097 | 115,172 | 11,882 | 8.0 | 100 | 100 | | | | | |
| Sept. 30, '68 | 16.00 | 791 | 100 | B'dway & 7th Av. (N.Y.C.) N.Y. | 522,895 | 2,100,000 | 1,600,000 | | 664,652 | 184,914 | | 100 | 100 | | | | | |
| Sept. 30, '68 | 8.00 | 10 | 30 | Brooklyn, Bath & Coney I. N.Y. | 156,838 | 99,850 | 80,000 | 7,538 | 24,517 | Loss. | | 100 | 100 | | | | | |
| Sept. 30, '68 | 74.00 | 1420 | 291 | Brooklyn City..... N.Y. | 1,164,204 | 1,500,000 | 300,000 | | 1,197,309 | 283,938 | 12.0 | 100 | 100 | | | | | |
| Sept. 30, '68 | 11.00 | 201 | 43 | Brooklyn City & Newtown N.Y. | 569,620 | 400,000 | 200,000 | 14,372 | 121,425 | 19,422 | | 100 | 100 | | | | | |
| Sept. 30, '68 | 6.50 | 40 | 12 | B'klyn, Prosp. P. & Flatb. N.Y. | 434,600 | 254,600 | 300,000 | 1,487 | | | | 100 | 100 | | | | | |
| Sept. 30, '68 | 4.28 | 4 | 30 | B'klyn & Rockaway Beach N.Y. | 214,489 | 144,600 | 45,000 | 2,500 | 20,621 | 9,021 | | 100 | 100 | | | | | |
| Sept. 30, '68 | 15.21 | 197 | 55 | Buffalo street..... N.Y. | 318,909 | 56,300 | 186,000 | 109,500 | 99,734 | 17,427 | | 50 | 50 | | | | | |
| Sept. 30, '68 | 7.85 | | | Bushwick (Brooklyn)..... N.Y. | 264,982 | 262,200 | 2,000 | 5,040 | 20,508 | | 72 | 100 | 100 | | | | | |
| Nov. 30, '68 | 28.52 | | 39 | Cambridge (Boston)..... Mass. | 731,671 | 727,800 | 150,000 | 94 | 89,058 | 9.0 | 100 | 100 | 99 | | | | | |
| Sept. 30, '68 | 1.76 | | | Central City (Syracuse)..... N.Y. | 29,758 | 21,130 | 6,000 | | 18,645 | 4,097 | | 10 | 10 | | | | | |
| Sept. 30, '68 | 36.00 | 561 | 149 | Cen. P. & N.E.R. (N.Y.C.) N.Y. | 1,627,021 | 1,065,200 | 626,000 | 33,644 | 512,962 | 18,512 | | 100 | 100 | | | | | |
| Dec. 31, '68 | 9.20 | | | Cincinnati street..... O. | | | | | | | | 100 | 100 | | | | | |
| Oct. 31, '68 | 7.25 | 200 | 37 | Citizens' (10th & 11th sts.) (Ph.) Pa. | 179,635 | 192,750 | | | 227,369 | 95,876 | 32.1 | 50 | 194 | | | | | |
| Oct. 31, '68 | 9.00 | 140 | 30 | Citizens' (Pittsburg)..... Pa. | 234,045 | 176,000 | 56,300 | 7,700 | 139,864 | 31,708 | 24.5 | 50 | 44 | | | | | |
| Dec. 31, '68 | 6.50 | | | City Passenger (Cin.)..... O. | | | | | | | | 100 | 100 | | | | | |
| Sept. 30, '68 | 14.53 | 236 | 18 | Coney Island (Brooklyn) N.Y. | 645,925 | 500,000 | 218,000 | 10,587 | 121,637 | Loss. | | 100 | 100 | | | | | |
| Sept. 30, '68 | 22.89 | 792 | 116 | Dry Dock, E.B. & B. (N.Y.C.) N.Y. | 772,305 | 1,200,000 | 700,000 | | 669,174 | 135,945 | | 100 | 100 | | | | | |
| Sept. 30, '68 | 3.50 | | | Dunkirk and Fredonia..... N.Y. | 42,605 | 34,815 | | 2,448 | 8,721 | 3,443 | | 100 | 100 | | | | | |
| Oct. 31, '68 | 1.03 | | | Dunkirk and S. Easton..... Pa. | 24,275 | 26,000 | 500 | | 10,444 | 3,732 | | 25 | 25 | | | | | |
| Sept. 30, '68 | 18.00 | 102 | 160 | Easton Avenue (N.Y. City) N.Y. | 1,455,161 | 1,000,000 | 1,203,000 | | 804,791 | 190,391 | 12.0 | 100 | 100 | | | | | |
| Dec. 31, '68 | 8.00 | 52 | 9 | Fairhaven and Westville..... Conn. | 152,917 | 150,000 | | | 6,761 | 2,468 | | 100 | 100 | | | | | |
| Sept. 30, '68 | 1.74 | | | Fifth Ward (Syracuse)..... N.Y. | 27,535 | 26,170 | | | 341,781 | 85,664 | 10.0 | 100 | 100 | | | | | |
| Sept. 30, '68 | 15.38 | 387 | 50 | 42d st. & Gr'd st. F. (N.Y.C.) N.Y. | 1,041,204 | 748,000 | 230,000 | | 299,228 | 56,713 | 5.0 | 50 | 50 | | | | | |
| Oct. 31, '68 | 16.37 | 298 | 40 | Frankford & Southwark (Ph.) Pa. | 762,491 | 491,750 | 200,000 | | 8,653 | 159 | | 100 | 100 | | | | | |
| Sept. 30, '68 | 3.25 | 16 | 5 | Genesee & Water st. (Syr.) N.Y. | 54,200 | 42,500 | 9,000 | 400 | 322,439 | 85,944 | 37.4 | 50 | 15 | | | | | |
| Oct. 31, '68 | 34.25 | 356 | 81 | Germantown (Phila.)..... Pa. | 562,270 | 112,245 | 350,000 | | 117,342 | 25,119 | 8.5 | 50 | 17 | | | | | |
| Oct. 31, '68 | 5.40 | 125 | 25 | Girard College (Phila.)..... Pa. | 171,712 | 170,000 | | | 72,870 | 5,321 | | 100 | 100 | | | | | |
| Sept. 30, '68 | 5.50 | 92 | 15 | Gr'd st. & Newtown (Bk'n) N.Y. | 200,000 | 170,000 | 30,000 | | 187,103 | 22,887 | 7.5 | 50 | 15 | | | | | |
| Oct. 31, '68 | 5.09 | 224 | 42 | Green and Coates st. (Phila.) Pa. | 236,220 | 150,000 | 100,000 | | | | | 100 | 100 | | | | | |
| Sept. 30, '68 | | | | Greenpoint & Wmbug (Bkn) N.Y. | | | | | | | | 100 | 100 | | | | | |
| Sept. 30, '68 | 10.00 | 122 | 23 | Harim. Br. Morr. & F'dham N.Y. | 239,063 | 113,250 | 130,000 | 2,500 | 63,945 | Loss. | | 100 | 100 | | | | | |
| Oct. 31, '68 | 2.14 | | | Harrisburg City..... Pa. | 60,120 | 41,995 | 9,350 | 2,063 | 9,272 | Loss. | | 25 | 24 | | | | | |
| Dec. 31, '68 | 9.00 | 19 | 6 | Hartford & Wethersfield Conn. | 180,000 | 180,000 | | | | | | 100 | 100 | | | | | |
| Oct. 31, '68 | 13.17 | 345 | 78 | Hest. Mant. & F'mount (Ph.) Pa. | 472,687 | 306,390 | 165,700 | 3,292 | 262,829 | 40,431 | | 50 | 50 | | | | | |
| Dec. 31, '68 | | | | Hoboken and Hudson City N.J. | | | | | | | | 100 | 100 | | | | | |
| Dec. 31, '68 | | | | Hoboken and Weehawken N.J. | | | | | | | | 100 | 100 | | | | | |
| Sept. 30, '68 | 2.50 | | | Hudson Av. (Brooklyn)..... N.Y. | 161,535 | 109,700 | 74,000 | 9,272 | | | | 100 | 100 | | | | | |
| Dec. 31, '68 | 10.47 | | | Jersey City & Bergen Point N.J. | | | | | | | | 100 | 100 | | | | | |
| Sept. 30, '68 | 3.56 | 28 | 9 | Kingston and Rondout..... N.Y. | 78,989 | 75,000 | | | 20,971 | 2,170 | 34 | 100 | 100 | | | | | |
| Oct. 31, '68 | 5.20 | 113 | 21 | Lombard and South st. (Ph.) Pa. | 165,627 | 90,000 | 62,500 | 10,560 | 70,353 | 9,702 | 25 | 9 | | | | | | |
| Nov. 30, '68 | 4.03 | 48 | 9 | Lowell Horse..... Mass. | 99,416 | 55,830 | | 2,080 | 29,240 | 3,411 | | 100 | 100 | | | | | |
| Nov. 30, '68 | 12.50 | 201 | 32 | Lynn and Boston..... Mass. | 207,587 | 200,000 | 50,000 | 48,048 | 153,658 | Loss. | | 100 | 100 | | | | | |
| Nov. 30, '68 | 3.60 | | | Malden and Melrose (B'n) Mass. | 60,246 | | 52,600 | | 24,472 | | | 100 | 100 | | | | | |
| Nov. 30, '68 | 1.00 | | | Marginal Freight (Boston) Mass. | 177,624 | 177,700 | | | | | 2,240 | 100 | 100 | | | | | |
| Nov. 30, '68 | 3.08 | | | Medford & Charlestown (B'n) Mass. | 27,500 | 27,000 | 6,500 | | | | | 100 | 100 | | | | | |
| Nov. 30, '68 | 5.11 | 37 | 6 | Merrimac Valley..... Mass. | 50,241 | 50,000 | | 12,810 | 18,014 | 2,249 | | 100 | 100 | | | | | |
| Sept. 30, '68 | 6.00 | 58 | 13 | Metropolitan (Brooklyn) N.Y. | 361,500 | 194,000 | 191,900 | 7,000 | 34,108 | 6,299 | | 100 | 100 | | | | | |
| Nov. 30, '68 | 42.86 | 791 | 156 | Metropolitan (Boston)..... Mass. | 1,543,729 | 1,250,000 | 177,104 | 765,981 | 135,284 | 10.0 | 100 | 100 | 65 | | | | | |
| Nov. 30, '68 | 7.42 | 254 | 47 | Middlesex (Boston)..... Mass. | 522,834 | 400,000 | 91,902 | 38,917 | 206,640 | 16,659 | | 100 | 100 | | | | | |
| Sept. 30, '68 | 12.20 | 180 | 52 | Ninth Avenue (N.Y. City) N.Y. | 463,322 | 797,320 | 167,000 | | 95,848 | 595 | | 100 | 100 | | | | | |
| Nov. 30, '68 | 3.39 | 17 | 4 | Northampton & Wmbug Mass. | 300,000 | 300,000 | | | 13,884 | 562 | | 100 | 100 | | | | | |
| Nov. 30, '68 | 2.16 | 6 | 2 | North Woburn (Boston) Mass. | 27,657 | 20,950 | 8,000 | 4,429 | 4,174 | 808 | | 100 | 100 | | | | | |
| Oct. 31, '68 | 7.25 | 73 | 13 | Oakland & E. Liberty (Phg.) Pa. | 105,457 | 59,500 | 17,000 | 43,094 | 49,929 | | | 50 | 50 | | | | | |
| Dec. 31, '68 | 17.5 | 167 | 28 | Orange and Newark..... N.J. | 682,438 | 289,550 | 380,000 | 26,500 | 147,327 | 24,479 | | 50 | 50 | | | | | |
| Dec. 31, '68 | 3.81 | | | Passenger (Cin.)..... O. | 100,000 | 100,000 | | | | | | 100 | 100 | | | | | |
| Oct. 31, '68 | 9.17 | 30 | 8 | Peoples' street (Scranton) Pa. | 110,907 | 104,028 | | | 16,003 | Loss. | 15. | 100 | 100 | | | | | |
| Oct. 31, '68 | 7.07 | 271 | 45 | Philadelphia City (C. & W.) Pa. | 446,265 | 225,000 | 200,000 | 21,265 | 250,557 | 45,270 | 20. | 50 | 15 | | | | | |

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (t) have equal dividends with lessees' stock.)

| COMPANIES. | Amount outstanding. | Rate. | Div'ds Paid. | Market Price. |
|--|---------------------|-------|--------------|---------------|
| RAILROAD STOCKS: | | | | |
| Atlantic & Gt. West'n (O. D.), pref. | \$1,919,000 | 7 | 7 | 100 |
| Atlantic & St. Lawrence* guar. | 2,494,000 | 4 | 4 | 100 |
| Baltimore and Ohio, pref. | 3,000,000 | 6 | 6 | 100 |
| Berkshire* guaranteed | 600,000 | 7 | 7 | 100 |
| Blossburg and Corning* guar. | 250,000 | 6 | 6 | 100 |
| Boston, Concord and Montreal, pref. | 1,340,000 | 6 | 6 | 100 |
| Buffalo, N. York and Erie, guar. | 950,000 | 7 | 7 | 100 |
| Camden and Atlantic, pref. | 600,000 | 7 | 44 | 100 |
| Catawissa*, pref. and guar. | 2,200,000 | 7 | 74 | 100 |
| Cayuga and Susquehanna* guar. | 589,110 | 9 | 9 | 100 |
| Cedar Rapids & Missouri*, preferred and guaranteed | 755,000 | 7 | 34 | 100 |
| Central Ohio, preferred | 400,000 | 7 | 29 | 100 |
| Chemung* guar. | 380,000 | 8 | 8 | 100 |
| Cheshire, preferred | 2,017,815 | 7 | 84 | 100 |
| Chicago and Alton, pref. | 2,425,400 | 7 | 130 | 100 |
| Chicago, Iowa and Nebraska* guar. | 2,000,000 | 10 | 10 | 100 |
| Chicago and Northwestern, pref. | 18,159,927 | 7 | 83 | 100 |
| Cleveland and Mahoning* guar. | 2,056,000 | 7 | 7 | 100 |
| Cleveland and Toledo* guar. | 6,250,000 | 7 | 34 | 100 |
| Cochecho*, referred | 177,750 | 8 | 8 | 100 |
| Connecticut and Passumpsic Rivers, preferred | 1,822,100 | 6 | 6 | 100 |
| Cumberland Valley, 1st pref. | 241,900 | 8 | 114 | 100 |
| " 2d pref. | 242,000 | 8 | 8 | 100 |
| Delaware* guaranteed | 694,261 | 9 | 9 | 100 |
| Detroit & Milwaukee*, preferred and guaranteed | 1,500,000 | 6 | 6 | 100 |
| Dubuque and Sioux City*, preferred and guaranteed | 1,988,170 | 7 | 97 | 100 |
| Dubuque Southwestern, pref. | 530,308 | 7 | 7 | 100 |
| Eastern (N. H.)* guaranteed | 492,500 | 8 | 8 | 100 |
| Elmira, Jefferson and Canandaigua*, guaranteed | 500,000 | 5 | 5 | 100 |
| Elmira and Williamsport*, guar. | 500,000 | 5 | 5 | 100 |
| Elmira and Williamsport*, preferred and guaranteed | 500,000 | 7 | 83 | 100 |
| Erie, preferred | 8,536,910 | 7 | 55 | 100 |
| Hannibal and St. Joseph, pref. | 5,253,838 | 103 | 103 | 100 |
| Harrisburg and Lancaster* guar. | 1,182,550 | 7 | 7 | 100 |
| Housatonic, preferred | 1,180,000 | 8 | 70 | 100 |
| Huntingdon & Broad Top Mountain, preferred | 190,750 | 7 | 34 | 100 |
| Joliet and Chicago* guar. | 1,500,000 | 7 | 7 | 100 |
| Joliet and Northern Indiana* guar. | 300,000 | 8 | 8 | 100 |
| Lackawanna and Bloomsburg, pref. | 500,000 | 7 | 7 | 100 |
| Leeds and Farmington*, guar. | 2,646,100 | 7 | 7 | 100 |
| Little Schuylkill* guar. | 2,646,100 | 7 | 7 | 100 |
| Louisville, Cincinnati and Lexington preferred | 848,315 | 9 | 99 | 100 |
| Marietta and Cincinnati, 1st pref. | 6,586,135 | 6 | 20 | 100 |
| " 2d pref. | 4,051,744 | 6 | 84 | 100 |
| Manchester and Lawrence* | 1,000,000 | 10 | 10 | 100 |
| Michigan Southern, guaranteed | 686,800 | 10 | 10 | 100 |
| Mill Creek and Mine Hill* guar. | 323,375 | 10 | 10 | 100 |
| Milwaukee and P. du Chien, 1st pref. | 3,214,250 | 8 | 105 | 100 |
| " 2d pref. | 1,014,000 | 7 | 7 | 100 |
| Milwaukee and St. Paul, preferred | 8,050,892 | 7 | 70 | 100 |
| Mine Hill and Schuylkill Haven*, guaranteed | 3,775,000 | 8 | 8 | 100 |
| Mount Carbon & Pt. Carbon* guar. | 282,250 | 12 | 12 | 100 |
| New Haven and Northampton* | 1,844,000 | 2 | 2 | 100 |
| New York and Harlem, pref. | 1,500,000 | 8 | 150 | 100 |
| Niagara Br. and Canandaigua* guar. | 1,000,000 | 6 | 6 | 100 |
| North Eastern (S. C.)* preferred | 155,000 | 8 | 8 | 100 |
| Ogdensburg and L. Champlain, pref. | 1,037,000 | 8 | 109 | 100 |
| Ohio and Mississippi, pref. | 3,500,000 | 7 | 70 | 100 |
| Pateron and Hudson, guar. | 630,000 | 8 | 8 | 100 |
| Pateron and Ramapo*, guar. | 245,000 | 5 | 5 | 100 |
| Peoria and Bureau Valley* guar. | 1,200,000 | 6 | 6 | 100 |
| Philadelphia and Erie* | 5,996,700 | 10 | 10 | 100 |
| Philadelphia and Reading, pref. | 1,651,800 | 10 | 10 | 100 |
| Philadelphia and Trenton*, guar. | 1,099,120 | 10 | 10 | 100 |
| Pittsfield and North Adams* guar. | 450,000 | 6 | 6 | 100 |
| Portl. & Kennebec (Yarmouth) guar. | 202,400 | 6 | 6 | 100 |
| Portland, Sag. & Portsmouth* guar. | 1,500,000 | 6 | 6 | 100 |
| Portsmouth and Concord* | 350,000 | 7 | 7 | 100 |
| Richmond, Fredericksb. & Potomac, guaranteed | 142,900 | 7 | 7 | 100 |
| Rochester and Genesee Valley* | 557,500 | 7 | 7 | 100 |
| Rutland, preferred | 2,040,000 | 7 | 50 | 100 |
| St. Louis, Alton and T. H., pref. | 2,040,000 | 7 | 56 | 100 |
| Sandusky and Cincinnati, pref. | 445,596 | 6 | 34 | 100 |
| Schuylkill Valley* guar. | 678,050 | 5 | 5 | 100 |
| Shamokin Valley & Pottsville* guar. | 869,450 | 5 | 5 | 100 |
| Tol., Peoria & Warsaw (W. D.) pref. | 1,200,000 | 7 | 7 | 100 |
| " (E. D.) pref. | 1,700,000 | 7 | 7 | 100 |
| Toledo, Wabash and Western, pref. | 1,000,000 | 7 | 80 | 100 |
| Troy and Greenbush*, guar. | 274,000 | 7 | 7 | 100 |
| Vermont and Canada*, guar. | 2,500,000 | 8 | 8 | 100 |
| Warren*, guar. | 1,408,300 | 7 | 7 | 100 |
| White Mountains* guar. | 200,000 | 5 | 5 | 100 |
| Wrightav, York & Gettysburg* pref. | 317,050 | 2 | 2 | 100 |

| | | | | |
|------------------------------|-----------|----|----|-----|
| CANAL STOCKS: | | | | |
| Delaware Division* guar. | 1,633,350 | 8 | 8 | 100 |
| Morris, preferred | 1,175,000 | 10 | 10 | 100 |
| Schuylkill Navigation, pref. | 2,888,997 | 6 | 40 | 100 |
| Union, preferred | 200,000 | 6 | 6 | 100 |

| | | | | |
|------------------------------|-----------|---|----|-----|
| MISCELLANEOUS STOCKS: | | | | |
| Cumberland Coal, pref. | 5,774,400 | 7 | 14 | 100 |
| Mariposa Mining, pref. | 5,774,400 | 7 | 14 | 100 |

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 90 per ton; Polished, 3 cents per lb.

| | | | |
|--|---------|-------|---------|
| Pig, Scotch, No. 1..... | per ton | 38 | @ 42 — |
| Pig, American, No. 1 (good to best)..... | | 40 | @ 41 — |
| Pig, American, No. 2..... | | 38 | @ 39 — |
| Pig, American, Forge..... | | 36 | @ — |
| Bar, Refined, English and American..... | | 86 | @ 87 50 |
| Bar, Swedes, assorted sizes..... | (gold) | 82 50 | @ 87 50 |

| | | | |
|--|-----|---|-----|
| STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 24 cents per lb., and 10 per cent. ad val. (Store prices.) | | | |
| English, Cast, (2d and 1st quality) per lb. | 18 | @ | 22 |
| English Spring (2d and 1st quality)..... | 9 | @ | 11½ |
| English Billet (2d and 1st quality)..... | 11½ | @ | 19 |
| English Machinery..... | 12½ | @ | 15 |
| English German (2d and 1st quality)..... | 14 | @ | 16 |
| American Billet "Black Diamond"..... | 10½ | @ | 16 |
| American, Cast, Tool, do..... | 19 | @ | 19 |
| American, Spring, do..... | 10 | @ | 13 |
| American Machinery, do..... | 10 | @ | 13 |
| American German, do..... | 10 | @ | 13 |

| | | | |
|---|---------|---|-----|
| COPPER—DUTY: Pig, Bar and Ingot, 24; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. | | | |
| Sheathing, New..... | per lb. | @ | 32 |
| Boils..... | 33 | @ | 33 |
| Braziers..... | 33 | @ | 35 |
| Nails..... | 38 | @ | 40 |
| Sheathing, &c., Old..... | 20 | @ | 21 |
| Sheathing, Yellow Metal..... | 27 | @ | 27 |
| Boils, Yellow Metal..... | 27 | @ | 27 |
| American Ingot..... | 22 | @ | 22½ |

| | | | |
|---|----------------|---------------|------------|
| TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val. | | | |
| Banca..... | (gold) per lb. | 39 | @ |
| Straits..... | (gold)..... | 32½ | @ 32½ |
| English..... | (gold)..... | 31½ | @ 32 |
| Plates—Fair to good brands..... | Gold..... | Currency— | |
| I. G. Charcoal..... | per box | 8 25 @ 8 50 | 11 75 @ 12 |
| I. C. Coke..... | 6 75 @ 7 37½ | 9 75 @ 10 75 | |
| Coke Terne..... | @ 6 | @ 8 50 | |
| Charcoal Terne..... | 7 75 @ 8 25 | 11 25 @ 11 75 | |

| | | | |
|--|-----------|------|------|
| PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon. | | | |
| Crude, 40 @ 47 gravity (in bulk)..... | per gall. | 16½ | @ 17 |
| Crude, 40 @ 47 gravity (in shipping order)..... | — | @ | 22½ |
| Refined, in bond, prime L. S. to W. (110 @ 115 test)..... | — | @ | 31 |
| Refined, Standard White (in ship's order)..... | — | 31½ | @ 32 |
| Refined, prime White (in shipping order)..... | — | 33 | @ |
| Refined, S. W. (in merchantable order)..... | — | @ | 31½ |
| Naphtha, Refined, (60 @ 63 gravity)..... | — | 10½ | @ |
| Residuum..... | per bbl. | 5 50 | @ |

| | | | |
|--|-----------------------|--------------|----------|
| GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb. | | | |
| American Window—1st, 2d, 3d & 4th qualities. New List. | 6 by 8 to 7 by 9..... | per 50 feet. | 7 75 @ 6 |
| 8 by 10 to 10 by 15..... | 8 25 @ 6 50 | | |
| 11 by 14 to 12 by 18..... | 9 75 @ 7 | | |
| 14 by 16 to 16 by 24..... | 10 50 @ 7 50 | | |
| 18 by 22 to 18 by 30..... | 12 25 @ 8 | | |
| 20 by 30 to 24 by 30..... | 15 @ 9 | | |
| 24 by 31 to 24 by 36..... | 16 50 @ 10 | | |
| 25 by 36 to 30 by 44..... | 17 50 @ 12 50 | | |
| 30 by 46 to 32 by 48..... | 20 @ 13 50 | | |
| 32 by 60 to 32 by 56..... | 22 @ 14 50 | | |
| Above..... | 25 @ 16 | | |

| | | | |
|---|--------------|-------------|--|
| French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, March 11th.) | | | |
| 6 by 8 to 8 by 10..... | per 50 feet. | 8 50 @ 6 25 | |
| 8 by 11 to 10 by 15..... | 9 @ 6 75 | | |
| 11 by 14 to 12 by 18..... | 10 @ 7 50 | | |
| 13 by 18 to 16 by 24..... | 11 @ 8 | | |
| 18 by 22 to 18 by 30..... | 13 50 @ 9 | | |
| 20 by 30 to 24 by 30..... | 16 50 @ 10 | | |
| 24 by 32 to 24 by 36..... | 18 @ 12 | | |
| 25 by 36 to 26 by 46..... | 20 @ 16 | | |
| 28 by 40 to 30 by 48..... | 22 @ 18 | | |
| 30 by 60 to 32 by 56..... | 24 @ 20 | | |
| 32 by 68 to 34 by 60..... | 27 @ 23 | | |

| | | | |
|--|--|--|--|
| (The above subject to a discount of 50@55 per cent.) | | | |
| English sells at 40@50 per cent. off the above rates. | | | |

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 29.

Th. 23. F. 24. Sat. 25. M. 27. Tu. 28. W. 30

| Th 23 F 24 Sat 25 M 27 Tu 28 W 30 | | | | |
|-----------------------------------|----------|-----|-----|-----|
| Canton Co..... | 100 | 101 | 100 | 99 |
| Central of N. Jersey..... | 100 | 101 | 100 | 99 |
| Chicago & Alton..... | 144 | 144 | 144 | 138 |
| .. pref..... | 144 | 143 | 138 | 141 |
| .. 1 M..... | 144 | 143 | 138 | 138 |
| .. S. F..... | 144 | 143 | 138 | 138 |
| .. Inc. bds..... | 144 | 143 | 138 | 138 |
| Chicago, Burl. & Q..... | 8s, 1883 | 108 | 108 | 165 |
| Chi. & Gt. Eastern 1st m..... | 72 | 72 | 73 | 67 |
| Chic. & Northwestern..... | 82 | 83 | 84 | 81 |
| .. pref..... | 82 | 83 | 84 | 81 |
| .. 1st M..... | 88 | 88 | 88 | 81 |
| .. Interest..... | 88 | 88 | 88 | 81 |
| .. S. F..... | 88 | 88 | 88 | 81 |
| .. Consol..... | 88 | 88 | 88 | 81 |
| Chic. Rock Isl. & Pac..... | 108 | 108 | 107 | 104 |
| Chicago & R. I. 7s, 1870..... | 108 | 108 | 107 | 104 |
| Chi. R. I. & Pa. 7s, 1896..... | 94 | 94 | 93 | 93 |
| Clev. Col. C. and Ind..... | 108 | 105 | 100 | 88 |
| Clev. & Pittsburg..... | 108 | 105 | 100 | 88 |
| .. 2 M..... | 108 | 105 | 100 | 88 |
| .. 3 M..... | 108 | 105 | 100 | 88 |
| .. 4 M..... | 108 | 105 | 100 | 88 |
| .. Consol..... | 108 | 105 | 100 | 88 |
| Clev. and Toledo..... | 27 | 28 | 27 | 26 |
| .. S. F. 7s..... | 27 | 28 | 27 | 26 |
| Col. Chl. & Ind. C..... | 27 | 28 | 27 | 26 |
| .. 1 M..... | 27 | 28 | 27 | 26 |
| .. 2 M..... | 27 | 28 | 27 | 26 |
| Cumberland Coal pref..... | 30 | 30 | 29 | 28 |
| Del. & Hudson Canal..... | 120 | 122 | 122 | 122 |
| Del. Lack. & Western..... | 120 | 122 | 122 | 122 |
| .. 1 M. 7s..... | 120 | 122 | 122 | 122 |
| .. 2 M. 7s..... | 120 | 122 | 122 | 122 |
| Erie Railway..... | 36 | 36 | 35 | 33 |
| .. pref..... | 36 | 36 | 35 | 33 |
| .. 1 M. 7s, 1867..... | 36 | 36 | 35 | 33 |
| .. 2 M. 7s, 1879..... | 36 | 36 | 35 | 33 |
| .. 3 M. 7s, 1883..... | 36 | 36 | 35 | 33 |
| .. 4 M. 7s, 1880..... | 36 | 36 | 35 | 33 |
| .. 5 M. 7s, 1888..... | 36 | 36 | 35 | 33 |
| Great Western 2d mort..... | 81 | 81 | 80 | 80 |
| Hannibal & St. Joseph..... | 113 | 113 | 103 | 104 |
| .. pref. 114..... | 113 | 112 | 100 | 103 |
| Hudson River..... | 109 | 108 | 105 | 103 |
| .. 1 M. 7s, 1869..... | 109 | 108 | 105 | 103 |
| .. 2 M. S. F..... | 109 | 108 | 105 | 103 |
| .. 3 M. 7s, 1875..... | 109 | 108 | 105 | 103 |
| Illinois Central..... | 156 | 156 | 154 | 154 |
| .. bonds..... | 156 | 156 | 154 | 154 |
| Lake Shore & Mich. S'th. 93..... | 92 | 92 | 91 | 84 |
| .. Div. bonds..... | 92 | 92 | 91 | 84 |
| Marietta & Cin. 1st pref..... | 125 | 125 | 123 | 116 |
| Michigan Central..... | 125 | 125 | 123 | 116 |
| .. S. F. 8s, 1882..... | 125 | 125 | 123 | 116 |
| .. conv. 8s, '69..... | 125 | 125 | 123 | 116 |
| M. S. and N. L..... | 92 | 92 | 92 | 92 |
| .. 1 M. S. F..... | 92 | 92 | 92 | 92 |
| .. 2 M..... | 92 | 92 | 92 | 92 |
| Mariposa Mining Co..... | 9 | 9 | 9 | 9 |
| .. pref..... | 9 | 9 | 9 | 9 |
| .. Tr. 10s cts..... | 9 | 9 | 9 | 9 |
| Milw. and St. Paul..... | 70 | 72 | 70 | 69 |
| .. pref..... | 70 | 72 | 70 | 69 |
| .. 1st mort..... | 91 | 91 | 91 | 91 |
| .. 2d mort..... | 100 | 100 | 101 | 101 |
| .. 8s..... | 100 | 100 | 101 | 101 |
| .. 7 3-10s con..... | 100 | 100 | 101 | 101 |
| Missouri 6s..... | 86 | 86 | 86 | 85 |
| .. H. & St. J. 1se 88..... | 86 | 86 | 86 | 85 |
| Morris and Essex..... | 87 | 87 | 87 | 87 |
| .. 1st mort..... | 99 | 99 | 99 | 99 |
| .. 2d mort..... | 91 | 91 | 91 | 91 |
| New York Central..... | 188 | 184 | 181 | 178 |
| .. 7s, S. F. 1876..... | 188 | 184 | 181 | 178 |
| .. 7s, conv. '76..... | 188 | 184 | 181 | 178 |
| .. 6s, S. F. 1883..... | 188 | 184 | 181 | 178 |
| .. 6s, S. F. 1887..... | 188 | 184 | 181 | 178 |
| N. York and Harlem..... | 139 | 138 | 131 | 128 |
| .. pref..... | 139 | 138 | 131 | 128 |
| .. 1 M. 7s, 1873..... | 139 | 138 | 131 | 128 |
| N. Carolina 6s..... | 52 | 51 | 50 | 48 |
| .. new..... | 46 | 46 | 50 | 48 |
| .. special tax..... | 50 | 50 | 48 | 48 |
| Ohio and Miss..... | 30 | 29 | 28 | 26 |
| .. pref..... | 30 | 29 | 28 | 26 |
| .. 1st M..... | 30 | 29 | 28 | 26 |
| Pacific Mail S. S. Co..... | 74 | 71 | 72 | 67 |
| Panama..... | 74 | 71 | 72 | 67 |
| Phila. and Reading..... | 94 | 94 | 93 | 92 |
| Pitts. Ft. W. & Chi. gtd. 85..... | 85 | 84 | 85 | 83 |
| .. 1 M..... | 85 | 84 | 85 | 83 |
| .. 2 M..... | 85 | 84 | 85 | 83 |
| .. 3 M..... | 85 | 84 | 85 | 83 |
| .. Equip. 8s..... | 85 | 84 | 85 | 83 |
| Quicksilver Mining Co. 14..... | 13 | 13 | 13 | 12 |
| St. L. & Alton & T. H..... | 13 | 13 | 13 | 12 |
| .. pref..... | 13 | 13 | 13 | 12 |
| .. 1 M..... | 13 | 13 | 13 | 12 |
| .. 2 M. pref..... | 13 | 13 | 13 | 12 |
| .. Income bds..... | 13 | 13 | 13 | 12 |
| Tennessee 6s..... | 61 | 61 | 61 | 60 |
| .. new..... | 56 | 56 | 55 | 54 |
| Tol. Wab. & Western..... | 69 | 67 | 64 | 62 |
| .. pref..... | 80 | 80 | 80 | 80 |
| .. 1 M. ex..... | 84 | 84 | 86 | 85 |
| .. 2 M..... | 84 | 84 | 86 | 85 |
| .. Equipment..... | 79 | 79 | 79 | 79 |
| Virginia 6s, ex-coupon..... | 58 | 58 | 58 | 58 |
| .. new..... | 58 | 58 | 58 | 58 |

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 20.

Th. 23. F. 24. Sat. 25. M. 27. Tu. 28. W. 29.

| FEDERAL STOCKS:— | | | | |
|---------------------------------|------|------|------|------|
| U. S. 6s, 1871, reg. | 127½ | 127½ | 127½ | 127½ |
| U. S. 6s, 1871, coup. | 127½ | 127½ | 127½ | 127½ |
| U. S. 6s, 1874, reg. | 109 | 109 | 109 | 109 |
| U. S. 6s, 1874, coup. | 109 | 109 | 109 | 109 |
| U. S. 6s, 10-40s, coup. | 109 | 109 | 109 | 109 |
| U. S. 6s, 10-40s, reg. | 109 | 109 | 109 | 109 |
| U. S. 6s, 1881, reg. | 119 | 119 | 119 | 119 |
| U. S. 6s, 1881, coup. | 119 | 119 | 119 | 119 |
| U. S. 6s, '81, O.W.L. y. | 119 | 119 | 119 | 119 |
| U. S. 6s, 1881, . | 119 | 119 | 119 | 119 |
| U. S. 6s, 5-20s, reg. | 122½ | 122½ | 122½ | 122½ |
| U. S. 6s, 5-20s, c. 1862, 12½ | 122½ | 122½ | 122½ | 122½ |
| U. S. 6s, 5-20s, reg. | 119 | 119 | 119 | 119 |
| U. S. 6s, 5-20s, c. 1864, 120 | 119 | 119 | 119 | 119 |
| U. S. 6s, 5-20s, reg. | 119 | 119 | 119 | 119 |
| U. S. 6s, 5-20s, c. 1865, 121 | 119 | 119 | 119 | 119 |
| U. S. 6s, 5-20s, c. 1865, 121 | 119 | 119 | 119 | 119 |
| U. S. 6s, 5-20s, c. n. '65, 118 | 119 | 119 | 119 | 119 |
| U. S. 6s, 5-20s, c. n. '65, 118 | 119 | 119 | 119 | 119 |
| U. S. 6s, 5-20s, c. 1867, 118 | 119 | 119 | 119 | 119 |
| U. S. 6s, 5-20s, reg. | 117 | 117 | 117 | 117 |
| U. S. 6s, 5-20s, c. '68 | 117 | 117 | 117 | 117 |
| U. S. 6s, Pac.R.R. Issue 107½ | 107½ | 107½ | 107½ | 107½ |

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 28.

W. 22. Th. 23. F. 24. Sat. 25. M. 27. Tu. 28.

| Catawissa | | | | |
|-----------------------------|------|------|------|------|
| preferred | 37½ | 37½ | 37½ | 37½ |
| Camden and Amboy | 120½ | 120½ | 120½ | 120½ |
| 6s, 1870 | 120½ | 120½ | 120½ | 120½ |
| 6s, 1875 | 120½ | 120½ | 120½ | 120½ |
| 6s, 1883 | 120½ | 120½ | 120½ | 120½ |
| 6s, 1889 | 120½ | 120½ | 120½ | 120½ |
| mort. 6s, '89 | 95 | 95 | 95 | 95 |
| Elmira & Williamsport | 95 | 95 | 95 | 95 |
| 7s, pref. | 95 | 95 | 95 | 95 |
| Lehigh Navigation | 36½ | 36½ | 36½ | 36½ |
| 6s, 1884 | 81 | 81 | 81 | 81 |
| Gold L. | 98½ | 98½ | 98½ | 98½ |
| R. R. L. | 87½ | 87½ | 87½ | 87½ |
| Lehigh Valley R.R. | 56½ | 56½ | 56½ | 56½ |
| 6s new coup | 94 | 94 | 94 | 94 |
| 6s new reg. | 94 | 94 | 94 | 94 |
| Little Schuylkill R.R. | 52½ | 52½ | 52½ | 52½ |
| 7s | 52½ | 52½ | 52½ | 52½ |
| Minehill | 52½ | 52½ | 52½ | 52½ |
| Morris Canal | 30 | 30 | 30 | 30 |
| 6s, 1876 | 75 | 75 | 75 | 75 |
| North Pennsylvania | 87½ | 87½ | 87½ | 87½ |
| 6s, 1880 | 87½ | 87½ | 87½ | 87½ |
| 7s | 101 | 101 | 101 | 101 |
| 10s, 1887 | 111 | 111 | 111 | 111 |
| Northern Central | 56½ | 56½ | 56½ | 56½ |
| Pennsylvania R.R. | 56½ | 56½ | 56½ | 56½ |
| 1st M. | 98½ | 98½ | 98½ | 98½ |
| 2d M. | 98½ | 98½ | 98½ | 98½ |
| Penn. State, 6s, 1st series | 106½ | 106½ | 106½ | 106½ |
| 6s, 2d series | 106½ | 106½ | 106½ | 106½ |
| 6s, 3d series | 109 | 109 | 109 | 109 |
| 6s, W. L. | 100½ | 100½ | 100½ | 100½ |
| Philadelphia City, 6s | 101 | 101 | 101 | 101 |
| new | 101 | 101 | 101 | 101 |
| Philad. Germ. & Nor. | 47½ | 47½ | 47½ | 47½ |
| Phila. & Reading | 47½ | 47½ | 47½ | 47½ |
| 7s, 1893 | 29 | 29 | 29 | 29 |
| Philadelphia and Erie | 29 | 29 | 29 | 29 |
| 6s | 29 | 29 | 29 | 29 |
| Schuylkill Navigation | 98½ | 98½ | 98½ | 98½ |
| 6s, 1882 | 98½ | 98½ | 98½ | 98½ |
| 6s, 1876 | 98½ | 98½ | 98½ | 98½ |
| 6s, 1872 | 98½ | 98½ | 98½ | 98½ |
| Susq. Canal | 98½ | 98½ | 98½ | 98½ |
| 6s, 1878 | 98½ | 98½ | 98½ | 98½ |
| Union Canal, pref. | 98½ | 98½ | 98½ | 98½ |
| 6s, 1878 | 98½ | 98½ | 98½ | 98½ |
| Houstonville, (Horse) | 98½ | 98½ | 98½ | 98½ |
| Chestnut & Wal. | 98½ | 98½ | 98½ | 98½ |
| Green & Coates | 98½ | 98½ | 98½ | 98½ |
| 2d and 3d streets | 45 | 45 | 45 | 45 |
| Spruce and Pine | 45 | 45 | 45 | 45 |
| 13th and 15th sts. | 45 | 45 | 45 | 45 |

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 28.

W. 22. Th. 23. F. 24. Sat. 25. M. 27. Tu. 28.

| Baltimore City 6s, 1875 | | | | |
|-------------------------|------|------|------|------|
| 1886 | 95 | 95 | 95 | 95 |
| 1890 | 95½ | 95½ | 95½ | 95½ |
| 1893 | 95½ | 95½ | 95½ | 95½ |
| Balt and Ohio | 126½ | 126½ | 126½ | 126½ |
| bonds, 1875 | 126½ | 126½ | 126½ | 126½ |
| 1880, 92½ | 126½ | 126½ | 126½ | 126½ |
| 1885 | 126½ | 126½ | 126½ | 126½ |
| Marietta & Cin. 1st M. | 87½ | 87 | 87 | 87 |
| 2d M. | 87½ | 87 | 87 | 87 |
| Northern Central | 49 | 49 | 49 | 49 |
| bonds, 1885 | 49 | 49 | 49 | 49 |
| 1900 | 85½ | 85½ | 85½ | 85½ |
| N. W. Va. 1st mort. | 85½ | 85½ | 85½ | 85½ |
| 2d mort. | 85½ | 85½ | 85½ | 85½ |
| 3d mort. | 85½ | 85½ | 85½ | 85½ |
| City Passenger R. R. | 85½ | 85½ | 85½ | 85½ |

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 20.

Th. 23. F. 24. Sat. 25. M. 27. Tu. 28. W. 29.

| | | | | |
|-------------------------|------|------|------|------|
| Boston and Albany | 145 | 145 | 144½ | 145 |
| Boston and Lowell | 145 | 145 | 144½ | 145 |
| Boston and Maine | 142 | 141½ | 141 | 141 |
| Boston and Providence | 136 | 136 | 136 | 136 |
| Boston, Hartford & Erie | 18 | 17½ | 17½ | 17½ |
| 7s, new | 17½ | 17½ | 17½ | 17½ |
| Cheshire, pref. | 84½ | 84½ | 84½ | 84½ |
| Concord | 84½ | 84½ | 84½ | 84½ |
| Connecticut River | 128½ | 128½ | 128½ | 128½ |
| Eastern | 114½ | 114½ | 114½ | 114½ |
| Fitchburg | 135½ | 135½ | 135½ | 135½ |
| Manchester & Lowell | 125½ | 125½ | 125½ | 125½ |
| Michigan Central | 125½ | 125½ | 125½ | 125½ |
| Northern, N. H. | 125½ | 125½ | 125½ | 125½ |
| Ogdens & Lake Champ | 109½ | 109½ | 109½ | 109½ |
| pref. | 109½ | 109½ | 109½ | 109½ |
| Old Colony & Newport | 97½ | 97½ | 97½ | 97½ |
| Ph., Wil. & Baltimore | 113½ | 113½ | 113½ | 113½ |
| Port'd, Saco & Ports | 113½ | 113½ | 113½ | 113½ |
| Vermont & Canada | 102 | 101½ | 101 | 101 |
| Vermont & Mass. | 102 | 101½ | 101 | 101 |
| Broadway (Horse) | 64 | 64 | 64 | 64 |
| Cambridge | 64 | 64 | 64 | 64 |
| Metropolitan | 66½ | 66½ | 66½ | 66½ |
| Middlesex | 66½ | 66½ | 66½ | 66½ |
| Central Mining Co. | 8 | 8 | 8 | 8 |
| Copper Falls | 8 | 8 | 8 | 8 |
| Franklin | 13 | 13 | 13 | 13 |
| Huron | 13 | 13 | 13 | 13 |
| Isle Royale | 13 | 13 | 13 | 13 |
| National | 13 | 13 | 13 | 13 |
| Minnesota | 13 | 13 | 13 | 13 |
| Pewabic | 13 | 13 | 13 | 13 |
| Pittsburg | 13 | 13 | 13 | 13 |
| Quincy | 25 | 25 | 25 | 25 |

London Stock Exchange.

Closing Prices—
Sept. 3. Sept. 10.

| | | | | |
|--|-----|-----|-----|-----|
| Atl. & Gt. West. N. Y. sec. 7 per ct. | 62 | 68 | 62 | 68 |
| 1st mort., 1890 | 55 | 60 | 55 | 60 |
| Do. do., 2d mort., 1881 | 55 | 60 | 55 | 60 |
| Do. Penn., 1st mort., 1877 | 55 | 60 | 55 | 60 |
| Do. do., 2d mort., 1882 | 55 | 60 | 55 | 60 |
| Do. Consol. 7 per cent. mort. 1890 | 25 | 26 | 24 | 25 |
| Detroit and Milwaukee 1st mort. 7s. | 61 | 63 | 61 | 63 |
| Do. 2d mort. 8 p. c. | 62 | 64 | 62 | 64 |
| Erie shares 100 dol. all paid | 23½ | 24 | 24½ | 25 |
| Do. steril. 6 p. c. convertible bonds | 62 | 67 | 64 | 68 |
| Do. 3d mort. 7 p. c. 1883 | 55 | 60 | 55 | 60 |
| Illinois Central, 6 per cent., 1875 | 103 | 101 | 103 | 101 |
| Do. Redemption mort. bonds 6 p. c. 101 | 103 | 101 | 103 | 101 |
| Do. 7 per cent., 1875 | 75 | 80 | 75 | 80 |
| Do. 100 dol. shares, all paid | 94 | 94½ | 93½ | 94½ |
| Marietta and Cin. R. R. bonds 7 p. c. | 72 | 75 | 72 | 75 |
| New York Central, 100 dol. shares | 95 | 100 | 95 | 100 |
| Panama General mort. 7s, 1897 | 107 | 109 | 107 | 109 |
| Penn. R. R. bonds, 2d mort. 6 per ct. | 96 | 98 | 96 | 98 |
| Do. General mort. 6 p. c. 1910 | 86 | 88 | 86 | 88 |
| Philadelphia and Erie 1st mort. 1881 | 87 | 89 | 87 | 89 |
| Do. with option to be paid in Phila. | 87 | 89 | 87 | 89 |

American Railroad Journal.

Saturday, October 2, 1869.

Stock Exchange and Money Market.

The week has been one of extraordinary excitement and uneasiness in the street, the result of the wild speculative operations in Gold, which were fairly under way at the date of our last, but which on Thursday, the 23d inst., ran up the aggregate dealings at the Gold Exchange to about \$25 millions, and on Friday, the 24th inst., to about 500 millions, when the bubble burst, the Government having ordered unexpectedly a further sale of four millions of coin, which seemed to have taken the bull interest by surprise, causing a sudden and violent reaction in the Gold movement, and presently leading to a practical suspension of all business transactions at the Gold Exchange. On Saturday, the Gold Board was unable to resume operations, and so continued to the close of the week under review. The Gold Exchange Bank did not get through with the clearing of Thursday's dealings until Monday, and was even then seemingly unequal to the prosecution of the more gigantic work of clearing the unprecedentedly heavy business of Friday. The interruption in this line caused very grave embarrassment and pecuniary damage to the bulk of the dealers in Gold; and very adversely effected the course of

the Money Market, which has been exceptionally stringent, the call loan requirements of the brokers having been less liberally met at from 7 per cent. currency, as the very lowest rate, to as much as 2½ per cent. a day for carrying Gold and Stocks. The discount market has also been deranged. Only the very best class of paper has been in any demand at all, and even this has been dealt in only at the high figures of from 10@12 per cent. per annum. The city banks reported a loss of \$5,159,337 of deposits, \$1,224,116 of legal tender notes, and \$569,628 of specie, with a reduction of \$3,054,196 in loans, as the result of the week's business. Their exchanges were up to the unusual daily average of nearly 165 millions. The Gold Exchange Bank sent Friday's business to the Bank of New York, on Tuesday, to have it adjusted; but the latter institution finally determined that it could not do the work, and continue to give adequate attention to its legitimate interests; when the Gold Exchange itself resolved to have the clearing of Friday's operations done by a committee of its own members, on a basis agreed upon simultaneously. Thus, the difficulty stood at a late hour on Tuesday. From Friday to the close of Tuesday, there were no regular dealings, in Gold; and the street business was confined to job lots, such as were wanted by importers and others, for legitimate purposes. Late on Tuesday, the National Stock Exchange resolved to place Gold on its call, with a view to the formal resumption of operations in the precious metal. The urgency of the demand for Money, from the brokerage firms, was very severely felt nearly all the week, but memorably so on Tuesday, when it was found almost impossible to borrow any considerable amounts on stock collaterals, without conceding the right to exact very heavy margins. As a consequence, Stocks were forced on the market in large amounts, and prices were further alarmingly depressed, the market closing decidedly panicky. On Wednesday the Monetary stringency was rather less severe; yet the business of the street was disturbed by the announcement of three important suspensions in the Stock line; and by the protracted difficulty in adjusting the accounts of the final Gold operations of last week. The specie reserve of the city banks according to the latest return is \$13,968,481, against \$12,603,483 same time last year. The city bank deposits are now \$180,230,793, against \$202,068,334 week ending Sept. 19, 1868. The legal tender reserve amounts to \$50,025,081, against \$63,587,576 same time last year. The circulation now stands at \$33,996,081, against \$24,050,771 same time last year. The loans are now \$263,441,828, against \$271,273,544 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about \$164,879,069 a day, against a daily average of \$110,403,298 the preceding week, and \$131,951,000 the week ending with Sept. 11, 1869. The current week's exchanges average about \$122,500,000 a day. The city banks, last week, reported a further loss of \$569,628 of specie, \$5,159,337 of deposits, and of \$1,234,116 of legal tender notes. They reduced their loans, \$3,054,196; and increased their circulation, \$23,322. The city bank exchanges on Wednesday were \$124,663,874. National Bank notes to the amount of \$241,580

were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$318,013,026, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$18,244,486, leaving, with the existing 1,620 banks, (having an aggregate capital of \$422,659,260,) an actual circulation at this date, of \$299,768,410. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,500,000; and for the public deposits, \$19,518,000—making a total of \$362,018,000. The Treasury Department last week redeemed and destroyed \$264,700 of worn and mutilated fractional currency, and issued \$937,747 of new. The outstanding amount of fractional currency on the 1st of Sept., was \$30,711,799 87 against \$31,030,300, on the 1st of Aug.

The U. S. Sub-Treasury receipts, week ending with Sept. 25, were \$5,298,413 in coin, including \$2,564,400 from customs duties, and \$2,519,888 in currency; payments, \$1,972,940 in coin, including \$386,892 of coin interest, and \$7,061,407 in currency; balance at the close of the week, \$89,459,979, including \$80,658,899 of coin, and \$3,653,048 of currency, against \$88,264,904 at the close of the preceding week, showing an increase of \$1,194,075. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, \$2,382,919 of coin, including \$415,000 from customs, and \$3,021,422 of currency; and payments, \$2,107,321 in coin, including \$77,255 of coin interest and \$2,688,856 in currency. On Tuesday, receipts, \$1,181,571 in coin, including \$539,000 from customs, and \$247,278 in currency; and payments \$544,580 in coin, including \$54,913 of coin interest and \$334,820 in currency. The balance at the close of business on Tuesday stood at \$89,110,883, (including \$3,898,071 of currency, and \$82,571,488 of coin,) against \$89,700,442 a week previous; and \$86,287,097 on Sept. 14, 1869. The aggregate receipts of the office in Aug. were \$42,041,140, including \$14,319,915 from customs; aggregate payments, \$54,599,091, including \$18,867,484 of coin interest.

The outstanding amount of coin certificates on the 1st of Sept. was \$23,647,580, against \$36,725,840 on the 1st of Aug. The Sub-Treasurer at this port, last week, retired \$2,310,569 of coin certificates through the receipts for customs.

Government revenues have been on a reduced scale since our last. The excises yielded about three millions; customs at the port of New York, \$2,564,400, and at the outports about \$850,000 (in coin) more, making the grand total income for the week equal to about \$7,481,400 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 47 millions.

As already mentioned, the Gold speculation reached the climax on Friday, when bids were made about noon as high as 164@165. Washington advices were then announced to the effect that Secretary Boutwell had ordered the Assistant Treasurer at this port to sell four millions of coin, and to reserve to the Government the right to accept all bids made even in excess of that amount, as well as to reject all, not deemed in harmony with the interests of the Treasury Department.

The premium made a sudden descent to 132½, which reaction gave rise to the most extraordinary scenes ever witnessed in and around the Gold Board. The daily journals surrendered several columns of their space to the description of those scenes. The suspension of business in Gold on Saturday and the succeeding days, the dead-lock at the Gold Exchange Bank, the consequent anxiety and embarrassment of dealers, the severity of the money pressure, the panic in the stock line, and the depression in general business, have since occupied nearly all the available space in the pages of our contemporaries of the morning and evening press. The week has been the most remarkable one in the history of the street. The private dealings in Gold, since Friday last have been limited in amount and within a range of from 131@138. On Tuesday the ruling prices were 131@132. Government received bids on Saturday last for \$9,837,590 of gold at from 125@134½; but under the instructions from Washington awarded only two millions at from 132@134½. Early on Monday, it was formally announced that Government would sell thirteen millions of Gold, and buy in twelve millions of Five-Twenty bonds, under instructions then in force, between this date and November 1. On Tuesday a million of gold was sold by the Government at 130@132½. On the explosion of the Gold speculation, and because of the dead-lock at the Gold Exchange Bank, the Tenth National Bank, corner of Broad street and Exchange Place, stood a debtor at the Clearing House to the amount of \$723,000, which however, was promptly and satisfactorily adjusted. For a while the bank was run upon, but it met all claims on presentation and passed safely through the crisis. On Monday, the Bank was a creditor at the Clearing House to the amount of nearly \$600,000. Several private suspensions occurred during the week, as the result of the reaction in Gold, and the panic in Stocks. Litigation has already been commenced in several disputed cases, and a rich harvest for the courts and lawyers is assured. In illustration of the desperate nature of the gold movement, it has been mentioned that while, at about noon on Friday the market rates for small lots of cash gold were 134¼@135, the brokers of the bull clique were defiantly bidding 160 for lots of a million. Some few such lots were said to have been supplied to them at their own standard quotation of 160. The Gold Board on Wednesday practically resolved to leave the settlement of the arrearages of last week's business to the brokers themselves. On that day, Gold sold in the street at 130@133. The coin balances of the Government at this port on Wednesday morning, amounted to 82½ millions.

The customs of the port on Wednesday yielded \$337,000. The U. S. Sub-Treasury disbursed \$164,542 of coin interest, on that day.

The customs demand for Gold last week, averaged \$427,400 a day; thus far, this week, it has averaged \$405,000 a day, or equal to a weekly aggregate of \$2,430,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$1,207,312, and since Jan. 1, \$11,091,436, against \$5,769,270 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been \$100,420,355, against \$90,520,719 same

time in 1868. At San Francisco, from Jan. 1, to Sept. 17, 1869, \$5,915,603, against \$6,186,291 same time last year.

The exports of specie, from this port, last week, were \$1,073,654, against \$104,468 same week last year; total, since Jan. 1, 1869, \$26,660,840, against \$66,103,414 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$386,892, and since Jan. 1, 1869, \$68,797,662, against \$63,336,547 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Sept. 17, 1869, were \$28,416,852, against \$28,613,004 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Sept. 4, were about 47½ millions.

The amount of specie sent east by railroad from San Francisco, thus far, this year, has been \$3,661,179.

When the Gold speculation exploded, there was a prompt rally in the foreign exchanges; and though the dealings have not been extensive, the market has been since quoted quite firm, as a rule, closing, however, somewhat irregularly. Bankers' prime sixty day bills on London closed more firmly but irregularly on Wednesday at 108@108½, and on Paris to 5.27½@5.20; sight bills on London to 108½@109, and on Paris to 5.20c@5.17½. The offering of produce bills has been liberal again this week. The week's exports of domestic produce have been to the currency value of \$3,807,082 making the total since Jan. 1, 1869, \$141,680,284, against \$122,981,480 same time last year.

Government securities have been in much less demand, and have consequently declined in price, though the depression of values has been light, in contrast with the fearful fall in Stocks. The U. S. Sub-Treasurer bought in some three millions of Five-Twenties, out of an aggregate offering of \$7,461,000, at from 116.17@118.07, exclusive of the accrued interest, which is payable in coin. On Wednesday, prices were lower, but the market was more active. Government bought in three millions of Five-Twenties at 115@116.25 nett out of an aggregate offering of about 8¾ millions.

U. S. sixes of 1881 closed here on Wednesday at 118½@119; U. S. Five-twenties of 1862, ex-coupon, 118½@119; U. S. Five-twenties of 1864 at 118@118½; U. S. Five-twenties of 1865 at 118½@118¾; U. S. Five-twenties of 1865, consolidated, 116@116½; U. S. Five-twenties of 1867, 116¾@117; U. S. Five-twenties of 1868, 116½@116¾; U. S. Ten-forties at 108@108½, ex-interest; U. S. Six per cent. currency bonds, 106½@107.

The latest quotations at the London Stock Exchange compare as follows with former returns:

| | Sept. 15. | Sept. 22. | Sept. 29. |
|-------------------------|-----------|-----------|-----------|
| Consols..... | 93 | 92¾ | 93 |
| U. S. 5-20's of 1862... | 83½ | 83½ | 84 |
| U. S. 5-20's, 1865..... | 82½ | 82½ | 83½ |
| " 1867..... | 82 | 81½ | 82½ |
| " 10 40s..... | 75½ | 75 | 75½ |
| Erie..... | 28½ | 26¼ | 22¾ |
| Ill. Central..... | 94½ | 94¼ | .... |
| At. and Gt. West.... | .... | 28 | .... |

The Stock market has been in a panicky condition for some days, and prices have been declining at a fearful rate, the shares of the New York Central Road leading in the alarmingly

rapid descent. On Tuesday, these shares had fallen about fifty points, as compared with the figures of the week preceding; and the whole market was demoralized. On Wednesday, there were three failures announced in the Stock line. The market was more active, and substantially stronger, though quite irregular.

General business has been very dull, and prices have been quoted lower in most instances of domestic produce. Middling upland cotton closed heavily on Wednesday at 28¼@28½ cts. per lb. The stock of cotton now here is given at about 4,300 bales. The receipts at the port this week, have averaged about 4,000 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 61,000 bales, against 48,500 bales in 1868-'8; exports, same time 14,700 bales, against 6,100 bales same time in 1868-'9; stock on hand at latest dates, 43,000 bales, against 51,000 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 16,755 pkgs., against 15,412 pkgs., same time last year. From Boston, 6,218 pkgs., against 6,056 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in less demand, at from 10@16¼c. per lb.; week's receipts, 7,441. Milch cows dull, at 40@110 each, receipts, 80. Veal calves in moderate request at from 7@12½c. per lb.; receipts, 1,813. Sheep and lambs in demand at from 4@7c. and 7¼@9c. per lb.; receipts, 32,321. Swine more active at 9¾@10¼c. per lb., all live weight; receipts, 17,072.

The week's dry goods imports were valued at \$1,650,928, and of general merchandise, \$2,883,103, making an aggregate for the week of \$4,534,031 specie value, against \$4,098,601 same week last year. Foreign goods, have been rather weaker in price, and less sought after.

The freight market has been very quiet, and rates have been quoted lower. For Liverpool we quote flour at 2s. 3d. @ 2s. 6d. by sail, and 2s. 6d. @ 2s. 9d. by steamer, per bbl.; grain at 8¾d. @ 9d. by sail, and 9½d. @ 9¾d. by steamer, per bushel; cotton at 1½d. by sail, and 3½@4½d. by steamer, per lb.; and heavy goods 20s. @ 35s. by sail, and 30s. @ 60s. by steamer, per ton. Total number of vessels in port on Wednesday, 426.

The Delaware, Lackawanna and Western Railroad Co. sold on Wednesday 90,000 tons of coal, from the Lackawanna Regions. The bids were for small lots, so that the aggregate has not yet been computed. The prices ranged as follows:

| | | |
|-----------------|---------|-----------|
| Lump..... | \$5 12½ | to \$5 25 |
| Steamboat | 5 00 | to 5 07½ |
| Grate | 6 00 | to 6 35 |
| Egg | 6 00 | to 6 65 |
| Stove | 6 95 | to 7 22½ |
| Chestnut | 5 45 | to 5 55 |

This is a decrease on the last sale, three weeks ago, of \$1 03 on lump; \$1 17 on steamboat; 50 cents on grate; 20 cents on egg; 45 cents on stove; and 90 cents on chestnut.

The New York exports, exclusive of specie, for the week ending Sept. 28, and since the beginning of the year, compare as follows:

| | | |
|----------------------|---------------|---------------|
| | 1868. | 1869. |
| For the week | \$2,686,708 | \$3,807,082 |
| Prev. reported | 120,294,772 | 127,873,202 |
| Since January 1..... | \$122,981,480 | \$141,680,284 |

The imports for the week ending September 25, and since the beginning of the year, have been as follows:

| | | |
|-------------------------|-------------|-------------|
| | 1868. | 1869. |
| Dry goods | \$1,898,500 | \$1,650,928 |
| Gen. merchandise..... | 2,200,101 | 2,883,103 |
| Total for the week.... | \$4,098,601 | \$4,534,031 |
| Previously reported.... | 182,795,523 | 226,495,494 |

Since January 1.....\$186,894,124 \$231,029,525
The balance in the Sub-Treasury on Wednesday was \$86,699,344 07.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Central Pacific gold bonds, 92¾; N. Y. and N. Haven, 130; do., 6s, 98; Dubuque and Sioux City R. R., 105; Louisiana 6s, Levee bonds, 60; Georgia 7s, 90; N. Y. State 7s, Bounty Loan reg., 109; Alabama 8s, 89; Western Union Telegraph, 35; Boston Water Power, 13½; Adams Exp. Co., 49½; Wells-Fargo Exp., 16½; Am. Mer. Union Exp., 30¾; U. S. Exp., 50; Grass Valley gold, 0.29; La Crosse gold, 0.10; Smith and Parmalee gold, 2.20.

Philadelphia.—Huntingdon and Broad Top 1st mort., 83; West Jersey R. R. 6s, 90½; Belvidere Delaware 2d mort., 80; Oil Creek and Allegheny River R. R., 37; East Pennsylvania R. R., 36; St. Louis gold loan, 103; Penna. coupon 5s, 93½; Penna. Canal 10; St. Nicholas Coal, 23½; New Creek Coal, ½; N. Y. and Middle, 4¾. The latest quotations are: City 6s, 97@97½; do., free of tax, 100¾@100¾; State 6s, coupon, 93½@94¼; do., reg., 93½@—; do., 6s, W. L., 100½@101; do., 1st series, 103½@104½; do., 2d series, 105½@106½; do., 3d series, 107@107½; Reading, 44@46½; do., 7s, 1893, 105@106½; do., 6s, 1880, 88@89; Camden and Amboy, 120¼@121½; do., mort. 6s, 1889, 94@95; do., 1883, 88@85; Penn. R. R., 55½@55¾; do., 1st mort., 98@99; do., 2d mort., 98@99; Little Schuylkill R. R., 41@42½; Morris Canal, 30@33; do., pref., 61@62; do., bonds, 80@82; Susquehanna Canal, 10@13; do., 6s, 53@57; Sch. Nav., 8@10; do., pref., 16@18½; do., 6s, 1882, —@62; Delaware Div. Canal, 48@49; do., bonds, 81@83; Elmira and Williamsport, 30@32; do., pref., 38½@40; do., 7s, 1873, 88½@90; do., 6s, 59@60; Lehigh Coal and Navigation, 34½@35; do., 6s, 1884, 80½@81; do., R. R., Loan, 87@88; do., Gold Loan, 96½@97; North Pennsylvania, 36@37; do., 6s, 87@87½; do., Chattle 10s, 111@113; Philadelphia and Erie, 27@28; do., 6s, 90@91; Minehill, 52@52½; Catawissa, 16@18; do., pref., 37@37½; Lehigh Valley, 56¼@56½; do., 6s, new, 95@95¾; Fifth and Sixth streets, (horse,) 39@40; Second and Third, 45½@46; West Philadelphia, 61@63; Spruce and Pine, 26@27; Green and Coates, 37@39; Chestnut and Walnut, 45@47; Thirteenth and Fifteenth, 17@19; Girard College, 29@30; Tenth and Eleventh, 69@71; Union, 44@—; Hestonville, 12@12¼.

Boston.—Concord and Portsmouth R. R., 108½; Cincinnati, Sandusky and Cleveland R. R., 22; do., 7s, 1890, 74; Eastern (N. H.) R. R., 112½; Indianapolis and Cincinnati R. R., 14¾; Chicago, Burlington and Quincy R. R., 165; Summit Branch R. R., 22¾; Taunton Branch, 110; Housatonic pref., 67@70½; Connecticut and Passumpsic Rivers pref., 90¾; Granite R. R., 69¾; Boston

and Lowell, new, 114; Vermont Central 1st mort., 80; do., 2d mort., 36¾; Union Pacific 6s, 88; Old Colony and Newport 7s, 100½; do., 6s, 1874, 93¾; Vermont Central and Vermont and Canada 8s, 101½; Eastern 6s, 1889, 96; Boston, Concord and Montreal 6s, 1889, 88; Cary Imp., 6¾; Waverly Land, 1¾; Ophir (N. S.) Gold, 16c.; Vermont 6s, 1876, 99¾; Connecticut 6s, 1881, 98½; Maine 6s, 1889, 98; Cambridge 6s, 99¾; do., 5s, 89¾; Bangor 6s, 1894, R. R. Loan, 86¼; Bath 6s, 1898, 89; St. Louis 6s, 1874, 89¾; do., Water Loan, 101¾; Chicago 7s, 97; Cincinnati 7 3-10s, 1878, 102; Cook Co. Ills., 7s, 95; Concord Mining Co., 1.

Baltimore.—Maryland Defense Loan, 101¾; Virginia 6s, old, reg., 45½; do., 1866, 54; Central Ohio R. R., 25½; Richmond and Danville bonds, 72½. The latest quotations are: Pittsburgh and Connellsville 7s, 1898, 88@89; Balt. and Ohio, 127@130; do., 6s, 1875, —@93½; do., 1880, 93@95½; do., 1885, 95@95¾; Northern Central, 48¾@49; do., 6s, 1885, 87¾@89; do., 1900, 85¾@86; do., 6s, 1900, gold, 100@101; Parkersburg Branch, 22@24; N. W. Va. 1st mort., 92@95; do., 2d mort., 90@93; do., 3d mort., 1885, 87@89; Marietta and Cincinnati 7s, 1892, 87@88; do., 2d mort., 69@69¾; Central Ohio, 25@27; do., 1st mort., 78@79½; Western Md. 6s, 1890, 65@70; do., guar., by Baltimore City, 89@—; do., 2d mort., guar., 89@—; do., 6s, pref., 41½@45½; do., 6s, guar., by Washington Co., 70@73; Richmond and Danville bonds, 72½@73; Baltimore 6s, 1875, —@95½; do., 1886, 93@95½; do., 1890, 95@95½; do., 1893, —@92; do., 5s, 1838 -70, 72¼@—; Memphis City 6s, 47¾@47½; City Passenger R. R., 19@19½; Baltimore and Catonsville, 4½@5¼; George's Creek Coal, 71½@73; Santa Clara, 1.50@1.60; Atlantic Coal, —@2.80.

Miniature Locomotive.

A colliery locomotive, intended for the mine of Henry A. Moodie & Co., at Girardville, Schuylkill County, Pa., was exhibited in front of the Merchants' Exchange, Philadelphia, on the 28th ult. It was made by Messrs. GRICE & LONG, of that city, and is claimed to possess many improvements over the ordinary mining locomotives, especially in affording more space for engineer, and giving him increased facilities to handle it. The height from the rail is six feet, and it is designed to run upon a track of three feet eight inches. The entire weight is five tons, and it has a hauling power of eighty tons.

PACIFIC RAILWAY GOLD LOAN, \$6,500,000. A seven per cent. land grant, railroad, first mortgage bonds, having thirty years to run. Interest and principal payable in gold. Coupons payable semi-annually in London, Frankfurt and New York. Circulars, maps and pamphlets sent on application. The bonds for the present are sold in currency at 95, with accrued interest. DABNEY, MORGAN & CO., 53 Exchange Place. M. K. JESUP & COMPANY, 12 Pine street.

MESSRS. THEODORE POLHEMUS & Co., 13 and 15 Lispenard street, this city, are manufacturers and dealers in Cotton Duck for Car Covering and Car Seats, and all kinds of cotton canvas, sail duck, felting duck, bagging, ravens duck, sail twines, etc., etc. Also Agents for United States Bunting Co. See Advertisement.

Journal of Railroad Law.

CORPORATIONS—METHOD OF CONVEYING REAL PROPERTY—AUTHORITY OF THE CORPORATE SEAL.

The facts of the late case of *Musser vs. Johnson* (42 Missouri reports p. 74,) are fully and clearly stated in the following opinion by

WAGNER, J.—The petition in this cause set forth That the North Missouri Railroad Company having agreed to purchase all the assets of the Chariton and Randolph Railroad Company, and being thereto authorized by an act of the General Assembly of Missouri, agreed to pay as a consideration therefor so much of the debts of the said Chariton and Randolph Railroad Company as would not exceed the sum of \$25,000, and appointed in concert with said Chariton and Randolph Railroad Company, a committee, of which Johnson, the defendant, was one, to audit the demands of the creditors of the said Chariton and Randolph Railroad Company; that one Abell, another of the committee, combining with the defendant Johnson and the rest, audited and allowed in favor of said Abell fraudulently a sum of twenty four hundred dollars, which was not in fact due to said Abell, and that the North Missouri Railroad Company after paying this demand to the said Abell, assigned to the plaintiff its right to recover it back from the said Abell, Johnson, and the rest of the committee. The action was brought against all the committee, but only Johnson was served with process, and the answer was put in by him alone.

The defendant answered, denying the fraud and combination charged, and denying the assignment of the claim of the North Missouri Railroad Company to the plaintiff. When the cause came on for trial, the plaintiff offered in evidence the following, as evidence of the assignment.

"PRESIDENT'S OFFICE NORTH MISSOURI RAILROAD COMPANY, July 23, 1866."

"For value received, and without recourse on us, we assign to Richard H. Musser any claim or cause of action we may have against Peter F. Abell, Adamantine Johnson, and John F. Cunningham, on account of any sums of Money improperly paid by us to said Abell, Johnson and Cunningham under the false pretense of the said Abell, Johnson and Cunningham, that the same was due to the said Peter F. Abell by virtue of the contract with the Chariton and Randolph Railroad under date 14th of May, 1864, for services rendered as agent and attorney to the last named corporation, more particularly the sum of twenty four hundred dollars paid upon the certificate of the said Abell, Cunningham, and Johnson, and William E. Moberly on or about the twentieth day of September 1865.

"ISAAC H. STURGEON,

(L. S.)

"Pres. North Mo. R. R. Co.

"Attest, with seal of company attached:

"GEO. H. BLOOD, Sec'y N. M. R. R. Co."

The defendant objected to the introduction of this paper as evidence, for the reason that it did not profess to be the deed of the North Missouri Railroad Company, and that it did not appear that the same was executed by any person to that end authorized by said company. The court sustained the objection, and the plaintiff excepted. The plaintiff then introduced Isaac H. Sturgeon as a witness, and offered to prove by him that he was authorized by the executive committee of the

North Missouri Railroad Company to sign the above paper. The defendant objected to this evidence, because the same was incompetent and irrelevant. The objection was sustained, and the defendant excepted and took a non-suit, and brings the case up by writ of error.

If a conveyance of real property, purporting to be the conveyance of a corporation made by one authorized to make it for them, be in fact executed by the attorney or agent in his own name as his own deed, it will not be the deed of the corporation, although it was intended to be so and the attorney or agent had full authority to make it so.

The conveyance must purport to be made and executed by the corporation acting by its duly authorized agent. But in matters of simple contract, the rule is not so strict, and an execution of an instrument to bind the corporation will be inferred from the general principles of the law of agency. In the diversified exercise of the duties of an agent, the liability of the principal depends upon the facts that the act was done in the exercise and within the limits of the powers delegated, and especially that it was the intent of the parties that the principal and not the agent should be bound. (*Jenkins vs. Morris* 16, M. & W. 180.)

And where the matter is uncertain on the face of the instrument whether it was intended to bind the principal or the agent, parol evidence is admissible to explain the latent ambiguity, and to aid in the interpretation. (*Smith vs. Alexander*, 31, Mo. 193.)

When the instrument bears no marks of an official character upon its face, there is great difficulty in applying the rule; but where marks of an official character not only exist but actually predominate, the case is shorn of all perplexity. The assignment in this case is headed and dated at the company's official place of transacting business; and although the officers use the plural "we" instead of naming the company, as the contracting party, it sufficiently appears that they were acting officially for the company, and intended to bind it. As strong and irresistible evidence of this, they recite the contract made with the Chariton and Randolph Railroad Company and that "the same was due by virtue of our contract" (meaning unmistakably the North Missouri Railroad Company) with the said Chariton and Randolph Railroad Company, and then sign the paper officially, and attach the seal of the company. There is little room for doubt that it was an official and not an individual act; but if any doubt existed it was competent to remove it by parol testimony.

Another branch of the objection was that it did not appear that the instrument was executed by any person authorized to that end by the company. It does not appear that there was any denial that Sturgeon was the president, and Blood the secretary or that their signatures were genuine. The seal of the corporation, then, imparted authority. For it is a familiar rule that when the common seal of a corporation appears to be affixed to an instrument, and the signatures of the proper officers are proved, courts are to presume that the officers did not exceed their authority, and the seal itself is *prima facie* evidence that it was affixed by proper authority. (Aug. and Ames, on Corp. § 224, and authorities referred to in note 2.) The affixing of the seal is not conclusive evidence of

authority; but if dispute arises, the contrary must be shown by the objecting party. (Aug. & Ames, *ib.*)

It is unnecessary to notice the objection to Sturgeon's testimony, as we have already substantially disposed of the case as presented by the record.

The judgment will be reversed and the cause remanded. The other judges concur.

Railways at St. Paul.

Ossian E. Dodge, Secretary of the St. Paul Board of Trade makes the following statement of railways in operation and projected, and claims St. Paul as the centre of the Northwestern system of railways.

The following five railroads are now in operation:

| | Miles. |
|--|--------|
| 1st. Milwaukee and St. Paul completed entire | 408 |
| 2d. St. Paul and Sioux City, completed to Mankato | 86 |
| On Jan. 1st, 1870, it will be completed to Lake Crystal | 100 |
| On Jan. 1st, 1872, it will be completed to Sioux City | 270 |
| 3d. St. Paul and Superior, completed to Chengwatonna | 60 |
| On Jan. 1st, 1870, it will be completed to Kettle River | 100 |
| On July 1st, 1870, it will be completed entire to Lake Superior | 150 |
| 4th. St. Paul and Pacific, (North Branch) completed to Sauk Rapids | 80 |
| 5th. St. Paul and Pacific, (Main Line) completed to Swede Grove | 84 |
| On July 1st, 1870, it will be completed to Breckenridge, on the Red River of the North | 220 |

In addition to the above, which are now in active operation, there are the following five railroads soon to be built:

| | Miles. |
|--|--------|
| 1st. St. Paul and Chicago, to be completed by Jan. 1, 1870, to Hastings | 25 |
| On Jan. 1, 1872, it will be completed entire, via connection at La Crosse | 400 |
| 2d. St. Paul and Stillwater, to be completed Jan. 1, 1871 | 18 |
| 3d. St. Paul and St. Louis, to be completed, two routes, one via Austin, one via Mankato, by July 1, 1872 | ... |
| 4th. St. Paul and Tomah, will be completed Northwest from Tomah, Jan. 1, 1870 | 75 |
| On Jan. 1, 1871, will be completed entire | 150 |
| 5th. Northern Pacific R. R. This national enterprise is now in good progress, and the road will no doubt be completed at an early day from St. Paul to Puget's Sound, on the Pacific | 2,500 |

Memphis, El Paso and Pacific and San Diego and Gila Railroads:

Like the first Pacific Railroad, the Southern route has commenced at both ends. A telegram from San Francisco gives information of the departure of Ex-Secretary Seward and General Sedgwick and Rosecrans for San Diego, to witness the turning of the first earth on the San Diego and Gila Railroad. At the eastern end, General Fremont and his company, are pushing the Memphis, El Paso and Pacific Railroad, with earnestness. Appearances indicate the completion of the entire line in two years; and there is every reason to believe that neither energy or means are lacking to this end.

Fremont and Rosecrans perfectly understand the task they have undertaken, and they make this, for the time, their sole employment. The present is a favorable moment. All railroad enterprises are discussed with reference to their future connections with the Southern system, and the South itself is deeply interested in this route

to the Pacific by the 35th parallel. As a means of opening up the fertile regions of Texas—of developing the inexhaustible mines of Arizona—of protecting the frontier—it is of incalculable importance to the United States and of special value to the South.

The remarkable ease with which it can be constructed and operated should be noticed. There are no heavy grades, no alkali plains, no sage bush wastes, no snow blockades, to encounter. The work need not be impeded for a day at any season. Wood and water abound, and the route has been so carefully and repeatedly gone over, that the work will proceed at a sure and uniform pace to its completion.—*Railroad Record.*

Finances of Tennessee.

A correspondent appearing to have access to official sources and to be well informed, writing under date of Knoxville, September 16, gives the present debt at about \$40,000,000, having been increased to this enormous sum from about \$16,000,000 at the beginning of the war. It was officially reported at \$34,540,806 in December last, and has been, in various ways, increased since that time to the round sum of forty millions now named. The annual interest on the debt is \$2,400,000; the annual expenses of the State are \$900,000—making a yearly expenditure of \$3,300,000. The entire revenue of the State for 1868 was \$1,205,544, and, including estimated receipts from railroads in the bonds of the State, \$877,642, gives a total annual revenue of \$2,083,186. It is thus seen that there is a yearly deficiency of \$1,216,814. This is not the worst feature of this exhibit. This correspondent says he is informed, on reliable authority, that there is no record in the Comptroller's or Treasurer's office at Nashville to show just how many bonds have been issued since Governor Brownlow's administration commenced. Irresponsible men were entrusted by him with blank bonds, to which the seal of the State was affixed, and no one knows the number they signed and issued. On this allegation of impropriety, perhaps fraud, the intimation of repudiation of the debt is started, based upon such reasoning as that the taxpayers have had no voice in creating the greater portion of the debt; that it was incurred while they were disfranchised and that it was manipulated by irresponsible and incapable and reckless men, who cared more for plunder than for protecting the public interest, that hence they were not morally or legally bound to increase taxation in order to pay. However fallacious this reasoning, and however unlikely that repudiation will follow, it is still a point touching the State credit, and may account for the depression of the prices of the bonds. But it applies only to the new bonds, amounting to some twenty millions of dollars. The same objection does not apply to the old bonds, which means the bonds issued prior to May, 1861, and amount to about as much more. It was recently stated that the State could be sued on these bonds, and it seems that there was a time that it could have been. The Legislature, in 1858, passed an act, providing that the State could be sued by serving process upon the Attorney General of the Circuit in which the suit was instituted; but by a recent statute this provision has been repealed, and there is now no means provided by which the State can be served with process. The correspondent from which we quote says, it is therefore impossible to sue the State. This may all be, but we will not believe that any State of this Union will so dishonor itself and shame the nation. It has also been held that bondholders had a lien upon the railroads, in aid of which the bonds were issued. It is now admitted that the State has a lien upon these roads, but it is doubted whether the holders of the bonds can be substituted to the lien of the State. The bonds contain nothing on their face which would warrant any such a claim on the part of the holder. These securities are taken upon the credit of the State, and are not bought with any promise on their face, or in any other way, that they are secured by liens upon any railroad. These facts are the substance of a long letter and elaborate

review of the whole financial situation in Tennessee.—*Phila. Ledger.*

Proposed Bridge over the Delaware River.

In consequence of the increase of travel between the city of Philadelphia and the southern portion of New Jersey, now effected by means of ferry-boats, it has been proposed to erect a bridge across the Delaware river, between the cities of Philadelphia and Camden, N. J. Mr. Thomas S. Speakman furnishes the design, which is a suspension bridge of three spans each of 1,100 feet, the river at this place being 3,300 feet in width. At the abutments the flooring is to be 50 feet above high water; at the first pier 105 feet, and in the center of the middle span 130 above high water. A little to the west of the middle of the river a small island divides it into two channels, and of these the western being the deeper all the larger class of shipping pass through it. That portion of the bridge spanning the eastern channel (i. e. middle span) is to have a sufficient elevation above high water to allow of the passage of all ordinary craft, such as sloops, schooners, &c. In order to prevent the interruption of navigation on the western channel a drawbridge will be necessary. Mr. Speakman has designed one, which, while permitting the passage of vessels through it will in no way impede travel across the bridge. It consists of a double draw, constructed in the following manner: On the island, close to which the western channel runs, a pier 400 feet in length is to be built parallel with the latter, and at a distance of 200 feet on both sides of this pier a fork is to be made in the roadway, the branches running to the extremities of the pier, and supported by guy cables, passing over two appropriate towers built on the pier and attached to the main cables at the fork in the roadway. At the pier are to be two sliding draws, one situated on each branch of the fork and worked by steam-engines stationed on the pier. Thus, when a vessel is coming up the river the lower draw is opened and the upper one closed; the vessel passes into the bay formed by the branching roadway and the travel passes over the upper draw. The lower draw is then closed, over which the travel now passes, and the upper one is opened allowing the passage of the vessel. Thus, the number of large craft passing up the Delaware being small, no interruption to travel need occur. The double draw in this case seems well adapted to its purpose.

The rest of the bridge is to be supported by either iron or steel cables, which, however, has as yet not been determined. Each span is to be supported by a separate set of cables, so that in the event of any accident repairs could be made without difficulty. The adoption of this plan will also save much labor.—*The Polytechnic.*

Pittsburg and Connellsville Railroad.

Quietly but rapidly the great railroad line from Pittsburg to Baltimore—which is to give us direct communication with the South, and bring us one hundred miles nearer the ocean trade—is being pushed forward to completion. The greater part of the road has already been graded, and only awaits the completion of the heavy cuts and tunnels required by the road to lay down the rails and place upon them the rolling stock.

The country through which the road passes from Pittsburg to Connellsville is well known; but that portion between Connellsville and Cumberland has hitherto been comparatively unexplored, and is spoken of by all who have visited it as beyond comparison one of the most wonderful in mineral resources that has ever yet been developed in this greatest of all mineral sections of our country.

About twenty miles above Connellsville, about eighty from Pittsburg, and just midway between Pittsburg and Cumberland, a site has been selected for a city. About four hundred acres have been secured for the purpose, and the better portion of it laid out in eligible lots, which are to be exposed for sale at public auction on Thursday, the 7th of October next. It is the only place be-

tween Pittsburg and Cumberland where a sufficient amount of level land can be obtained for such a purpose. It is at the confluence of three rivers, the Casselman, the Youghiogheny, and Laurel Hill Creek. Each of these rivers flows from the finest farming and grazing country on the line of the road, extending into Northwestern Maryland and Western Virginia on the one side, and Cambria and Somerset Counties, Pennsylvania, on the other. In the limits of the proposed city the railroad company have fixed the location of their machine shops, round houses, and hotel. Here the passenger trains will stop for meals, &c. All the engines will be changed, as it is the western end of the mountain grade, and a different class of engines will be needed, as the grade over the eastern division from this point is double that of the western.—*Pittsburg Evening Mail.*

Lewisburg, Centre and Spruce Creek R. R.

One of the finest and most promising improvements in the interior of Pennsylvania is making progress under the charter of the Lewisburg, Centre and Spruce Creek Railroad Company. The Philadelphia Press says that the project of a railroad through the rich valleys lying between the west branch of the Susquehanna and the Alleghany Mountains is by no means a new one; but the enterprise was allowed to slumber for many years, and the charter was forfeited. The Legislature of 1865, however, revived the charter, with a supplement extending the road at each extremity. This aroused rival interests, and the result is that the Pennsylvania (now the best managed railroad in the United States) is the owner of the Lewisburg, Centre and Spruce Creek Railroad, and has already built one of the finest railroad bridges in the State at Lewisburg, and will push the new railroad through Union, Centre and Huntingdon Counties to an early completion.

Indian Railway Extensions.

It is expected that by June 1870 Lord Dalhousie's trunk system will be complete from Calcutta to Bombay, and from Madras to Bombay, with the exception of the bridge on the latter line over the Toongabuddra and the Kistna, and that by January 1871 communication to and from Bombay will be complete without a break. Madras will then be a day and a half, and Calcutta two days and a half, from Bombay by mail express. The junction from Madras will be at Rairchore, and for Calcutta at Jubbulpore.

The railroad between Taunton and Attleborough is to be put under contract immediately. When this road is completed it will shorten the distance from Taunton to Providence about nine miles, without detention or change of cars. In about two weeks, by the partial completion of the Mansfield and Framingham road, direct communication will be opened from Taunton to Foxborough, and soon after to Walpole on the Boston, Hartford and Erie Railroad, thus enabling Taunton to reach the best tide-water in Boston.

The engineers of the Concord and Rochester Railroad report that the line can be constructed in readiness for the rolling stock at a cost not exceeding five hundred thousand dollars, the sum first estimated.

Ninety miles of the Missouri Valley Railroad are now finished, and in successful operation. The construction of the remaining 40 miles is under contract, now being rapidly progressed with, and will be completed this year.

The Westminster (Md.) *Advocate* says that the contract for the grading of the Parkton and Manchester Railroad has been awarded to Messrs. McGuchen, Shower & Co. The contractors immediately entered into an agreement with the company to commence work on the 11th of October.

The executive committee of the Cairo and St. Louis Railroad Company have closed a contract with Mr. J. J. Mitchell for the construction of the road from East St. Louis to Cairo. The work is to be finished within two years from the date of the contract. A survey of the route is to be commenced immediately.

SEMI-BITUMINOUS COAL,
From the Mines of the
CUMBERLAND COAL AND IRON COMPANY,
Deliverable at the Ports of
GEORGETOWN, BALTIMORE AND NEW YORK,
FOR SALE BY THE CARGO.
Orders received at the office of the Company,
90 Broadway, corner Wall street,
WM. M. RICHARDS, President.

Interest on City stocks.

THE INTEREST ON THE BONDS AND STOCKS of the City and County of New York, due and payable Nov. 1, 1869, will be paid on that day by Peter B. Sweeney, Esq., Chamberlain of the City, at his office in the new Court-house.

The transfer books will be closed Friday, Oct. 1, 1869.
RICHARD B. CONNOLLY, Comptroller.
DEPARTMENT OF FINANCE—COMPTROLLER'S OFFICE,
NEW YORK Sept. 24, 1869.

W. Churchill Oastler,
43 Exchange Place, N. Y.
AGENT FOR
JOSEPH ARMSTRONG & CO.,
Rotherham, England.
AGENTS IN BALTIMORE,
MORTON, REED & CO.,
65 South Gay Street.

Forged Steel Frogs, Rolled Steel Frogs, Cast Steel and Cast Iron Frogs with Cast Steel face. Switches, Axles, Wheels, Rails.

SOLE AGENT FOR
A. V. & PORTER, Rochester, England.
STEAM ROAD ROLLERS, Traction Engines, &c.

Novel Car Coupling and Telescoping of Cars.

MR. ALVAN BEEBE:

78 Cedar st., New York.
I have looked over Mr. Miller's Pamphlet you handed me in regard to Railroad Car Couplings, and although his arrangement has its advantages, I think yours of cross couplings far exceeds it and prevents all lateral motion, and your arrangement to prevent Telescoping is to my mind the best arrangement yet devised.

Yours truly,

A. P. WHITING,
Practical Machinist and Inventor for the past 30 years.
ASTORIA, Sept. 29, 1869.
Models of the above together with screw rail fastener exceeding any other may be seen at my office.

OFFICE OF THE
RICHMOND IRON MINING COMPANY,
No. 165 BROADWAY, Room No. 17,
New York, Aug. 20th, 1869.

THIS COMPANY HAS ON HAND AND FOR sale at their Mine on Staten Island 15,000 tons of Granulated Hematite Iron Ore, which assays as follows:
Sesqui oxide of iron..... 72.57
Sand, etc., (insoluble)..... 15.67
Moisture and other constituents..... 11.76

Yielding metallic iron..... 100.00
Or proposals will be received for the reduction of the same to iron.

CHAS. HOWDON SMITH,
Secretary.

The First Mortgage Bonds OF THE UNION PACIFIC RAILROAD CO.

INTEREST 6 PER CENT. IN GOLD.

The Union Pacific Railroad has been in successful operation since May 10th, and it is pronounced, by the thousands who have passed over it, to be in all respects as safe and well built as any railroad in the country. By the Pullman Palace Cars the journey is not only made without danger, but without unusual fatigue. The fears that many have expressed in relation to the perils of the overland trip are removed by experience, and the travel is steadily increasing.

The earnings of the road since its opening are officially stated by the Company as follows:

| | |
|-----------------------------|--------------|
| From May 10 to May 31..... | \$391,420 12 |
| From June 1 to June 30..... | 706,602 29 |
| From July 1 to July 31..... | 623,559 06 |

Notwithstanding the rates for passengers and freight have been largely reduced, the earnings for August will be at about the same average. They will be published as soon as full returns are received. The earnings, as stated above, are at an average of about

EIGHT MILLION DOLLARS A YEAR,

which will be steadily augmented by the development of the Pacific Coast, by settlement along the line, and by the natural increase of traffic.

The First Mortgage Bonds of the Company amount to \$28,816,000, and the interest liability to \$1,728,960 gold, or about \$1,334,096 in currency. It will be noticed that the present earnings provide an ample fund for the payment of this interest and leave a large surplus. We are also satisfied that at present market rates, these bonds are a very desirable investment, and that they will advance in price as soon as the facts concerning the business and condition of the Company are generally understood.

THE LAND GRANT BONDS

To the amount of Ten Million Dollars, were issued to obtain means to finish the road, and are secured by

A FIRST MORTGAGE

Upon the entire Land Grant of the Company, amounting to 13,824,000 acres. Three millions acres of this land in the Platte Valley, in Nebraska, are admitted to be equal to any in the West. The sales of land were opened in Omaha July 27th, and 40,000 acres were sold during a month thereafter, at an average price of over \$5.00 per acre. While a part of the remainder of the land is of little value for agricultural purposes, there is another part from which a considerable sum will be realized. The value of the Land Grant is largely enhanced by the extensive coal mines, which are now being worked for the supply of the surrounding country, as well as for the railroad, and by other valuable mineral deposits, especially of copper.

THE LAND GRANT BONDS ARE RECEIVED in payment for all the Company's lands at par, and the demand from actual settlers will give them a certain market. They run twenty years and pay seven per cent. interest in currency.

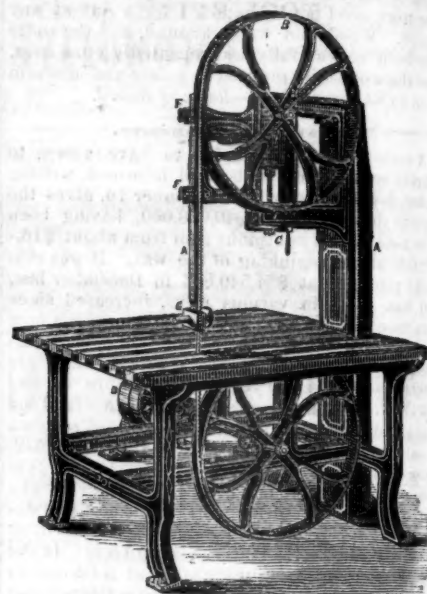
Although the Company have disposed of all their bonds, yet, as they are offered in market, we continue to fill orders at the current rates.

We have no hesitation in recommending both the First Mortgage and the Land Grant Bonds as a very valuable and perfectly safe investment.

JOHN J. CISCO & SON, Bankers,
59 Wall street, New York.

FIRST & PRYIBIL'S PATENT IMPROVED BAND SAW MACHINE,

452, 454 & 456 Tenth Avenue,
NEW YORK CITY.



This Machine, with the exception of the table, is made entirely of iron. Its weight is 1800 lbs.; drums 3 feet 3 inches in diameter; height, 8 feet 5 inches; depth 4 feet 3 inches; width 6 feet; driving pulleys usually 14 inches in diameter, or to suit our customers.

Our machine can be run with a speed of 330 to 350 revolutions per minute, causing the saw to travel 3300 to 3500 feet per minute, and with a belt from 4 to 5 inches in width a block of Rosewood from 10 to 15 inches thick, or wood of any kind, hard or soft, can be cut with ease and facility, the saw being from one-quarter inch to one inch in width. A saw one-eighth of an inch in width, including teeth, can be used for cutting wood of considerable thickness.

The saws are not liable to break owing to our improved slide bearing, which adjusts itself according to the expansion and contraction of the saw. No saw will break except by accident or gross carelessness. The same is used principally by railroad car, chair, and other furniture manufacturers, ship, boat, wagon builders, and also to saw slate, ivory, bone, &c. Guarantee will be given for all we state above. From three to five times as much work can be done with one of our sawing machines, as with an ordinary up and down saw. The work is cut smooth, the saw being retained by an improved guard.

At the present time, Sept. 1869, 64 of our machines are running in this city, and about twice as many in the country.

We also manufacture a lately patented counterbalance oval turning lathe which can be run with more than twice the speed of the old style of lathes, and much more and better work will be done. Many other wood working machines, and also shafting, pulleys, hangers, &c., &c., constantly on hand. Send for Circulars.

PRICE, \$350. BOXING AND SHIPPING, \$10.

WATSON'S NEW & COMPLETE RAILROAD MAP,

OF THE
United States and Canada.

SIZE, 3 1/2 BY 4 1/2 FEET.

No pains or expense has been spared to make this the most perfect RAILROAD MAP ever published. The Railroads, proposed Roads, distance between Stations, and names of Roads are plainly shown. It is Colored in States.

PRICE—Mounted on Rollers, \$3 00
" In Pocket form, (free by mail,) 2 50

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Manufacture every description of Steel—PERFECTLY UNIFORM IN QUALITY—and of very great tensile and compressible strength.

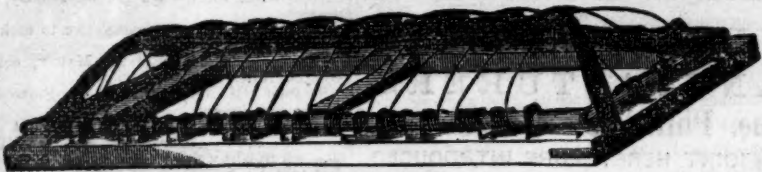
Plates of Cast Steel may be bent COLD to any angle, yet remain capable of being TEMPERED.

Guaranteed EQUAL TO ANY OTHER STEEL manufactured in Europe or the United States. TOOL STEEL of very superior quality.

LOCOMOTIVE AND CAR SPRING STEEL A SPECIALTY.

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A GREAT CHANCE TO MAKE MONEY.

A RAILWAY PATENT which has realized forty thousand dollars in three years and a half, and has still 13½ years to run, will be disposed of cheap for cash, for all Southern States, and all states and territories West of the Mississippi River. Enquire at this office.

FOR SALE.

SMALL LOCOMOTIVES, suitable for Construction, switching and Branch Road service, also for Street Railroad service, enclosed with Cab. Apply to

PETER FIELDS & SON,

North Point Foundry and Machine Works, Jersey City, N. J.

RAILROAD SPIKES.

10,000 KEGS, BEST MAKE, 7-10th by 5½ inches. For sale by

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Railroad and Machinery SUPPLIES.

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PILE DRIVING, PORTABLE AND STATIONARY ENGINES, R. R. Station and Steam PUMPS, SPIKES, CHAIRS, FISH PLATES, BOLTS, NUTS, Washers, Steam GAUGES, SPRING BALANCES, Head Lights and Lanterns. Contracts made on favorable terms for RE-ROLLING or NEW RAILS. BEST PRICES obtained for OLD RAILS and all kinds of IRON and METALS.

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GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive PRICE LIST, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, \$18. In 18k Gold Cases, \$80. Ladies' Size, \$70. Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE.

H. O. FORD & CO.,
Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.
Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

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Contractors for Manufacturing and Erecting every description of Iron and Wooden Bridges, Roofs, Turn Tables, &c. "Linville and Piper" Patent Bridges, Weldless Chord Links, Tubular Wrought Iron Posts, Tubular Upper Chords, Weldless Suspension Links, "Linville" Triangular Truss. Circulars and Lithographs sent on application.

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Railway Car and Carriage Linings,

Plushes, Cloths, Carpets, Satins, Curtain Silks, Cotelines, &c.

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PLUSHES, Moquettes, Seat Duck, &c.

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Patent Paraffine Insulator Works,

REAR OF 2123 CHESTNUT STREET, PHILADELPHIA.



The guarantees of this insulator are:

1st.—A current resistance in rain or fog, or in rain and fog combined of 100,000,000, 000 Ohms.

2d.—To insulate a conducting wire of any length in rain or fog, or rain and fog combined, to its full working capacity, or the capacity of a similar wire or conductor placed upon any other insulators under the most favorable circumstances of weather.

3d.—Strength, not to break or part by any strain by, or that a No. 8 wire will bear.

It is not injured by missiles in the general acceptance of the term.

It does not depreciate from exposure to smoke, soot and the gases from combustion to one hundredth part of the extent of ordinary insulators.

It is not injured by atmospheric discharges, and is a protection to the poles from the same effects.

MORTON, REED & CO.,

No. 65 South Gay St., Baltimore, Md.,

Manufacturers' Agents for Sale

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Railway & Machinists' Supplies OF EVERY KIND.

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The Proprietors of the Patents are prepared to treat with any Railroad Companies desiring to use them. Address,

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STEAM COAL,

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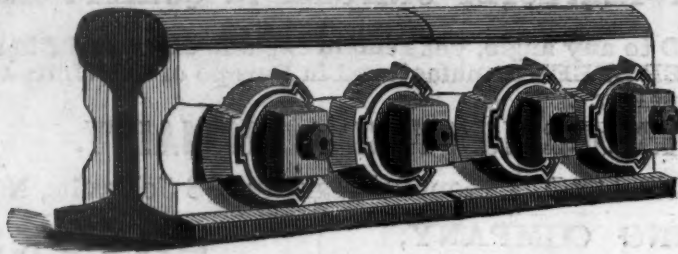
A SUPERIOR ARTICLE FOR STATIONARY ENGINES.

FOR SALE LOW BY THE CARGO. Apply to

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PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY
VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

- That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
- That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
- That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.
- That it can be applied in repairing and relaying with the least trouble and delay.
- That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.
Refer to all the Leading Railroads in the Country.

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and Nut Tapping
Machines, &c.

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These rates include berths, board and all necessities for the trip.

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One hundred pounds baggage free to each adult. Medicine and attendance free.

Oct. 1, ARIZONA, CAPT. MAURY, connecting with COLORADO, CAPT. PARKER.

Steamer CHINA, will leave San Francisco Oct. 4, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ARIZONA, received until 4 P. M. on THURSDAY, Sept. 30. All freight weighing less than 20 pounds to the cubic foot will be forwarded as fast as slow rates. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street.
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Is now in successful working operation in New York, Chicago, Jersey City; also at the Hoosac Tunnel (Mass.) Lake Superior, Colorado and Nova Scotia Mines, Union Pacific and Boston and Hartford Railroads; also in deepening the beds of the Illinois and Michigan Canals, and Des Moines Rapids, and numerous other localities.

The Burleigh Drill is adapted to all kinds of rock cutting in open cut Mining, Tunnels, Sewers, Quarries, &c., drilling holes from 1½ to 5½ inches in diameter. The Drills are worked either by steam or compressed air. For all kinds of work under ground compressed air is used, serving as a perfect ventilator, as it is exhausted from the Drill. At the Hoosac Tunnel the compressed air is carried upwards of a mile and a quarter, and at that distance works eight Drills at the same time. Information in regard to the ownership of the different State rights. Prices of Drills, Air Compressors, &c., can be obtained at the office of

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TESTIMONIAL

Baltimore, Md., April 16, 1888.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

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Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

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RAILWAY CAR SPRINGS

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HEBBARD CAR SPRING CO.,
MANUFACTURERS OF

Patent Right and Left Spiral
STEEL CAR SPRINGS.



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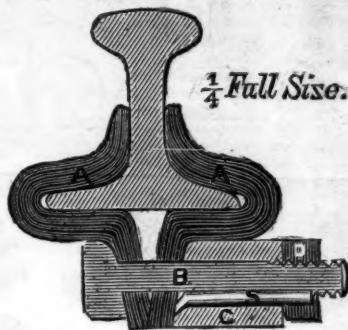
Scott's Wrought Iron Clamp Truss Joint
FOR RAILROAD RAILS.

LENGTH 9 TO 12 INCHES,
WEIGHT 20 TO 30 LBS.

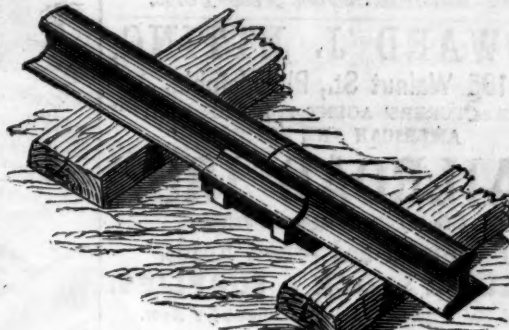
Has been tested to 24,000 lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) it is a **TRUSS**, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

It is **SIMPLE**, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

SECTION.



VIEW.



VIEW AND SECTION show position in place. A.—Is CLAMP-TRUSS. B.—Are two 3/4 inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—The LOCK of the NUT, which prevents its jarring loose.

The patentee is prepared to fill orders sufficient for four miles of track per day.

Provision has been made to prevent sliding of the rails.

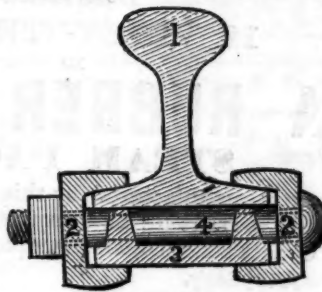
Particulars, address

JOHN H. OSBORNE,
Morrisville, Bucks Co., Penn.

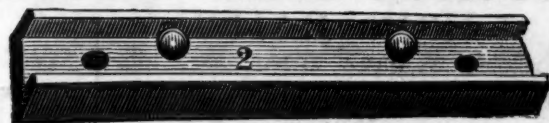
And **BENJ. SCOTT,**
New Brighton, Pa.

THE PHOENIX IRON COMPANY'S
PATENT

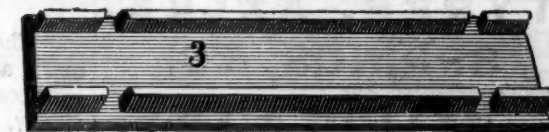
NEW SUSPENSION RAIL JOINT.



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new **Suspension Rail Joint**, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (1) resting upon the ribs of the bottom plate (3), with the flanges of the rail and the bottom plate embraced by the side clamps (2), and held firmly in place by bolts (4). In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at their joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, but the flange on one side of each rail is slotted to receive two "stops," as shown in figure 2. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly*, is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

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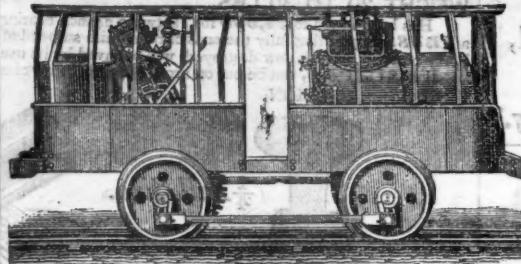
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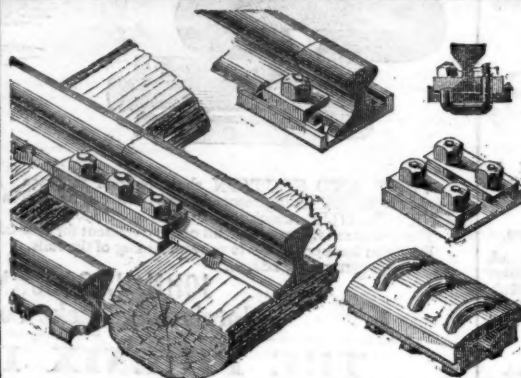
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VAN ANDEN
SWAGED



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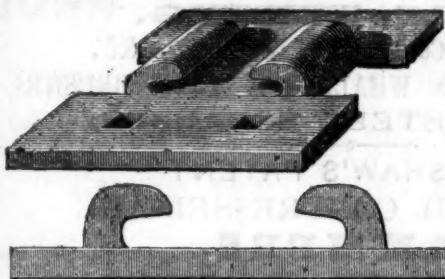
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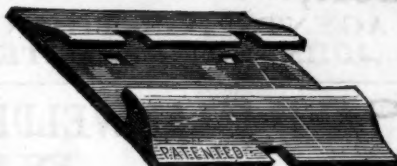
The VAN ANDEN CHAIR recommends itself above all others now in
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| 2. For Side Hill Cuts and Fills. | 14. " " " 1 1/2 to 1 |
| 3. Base 13 ft. Slopes 1 1/2 to 1 | 15. " " " 1 1/2 to 1 |
| 4. " " " 1 1/2 to 1 | 16. " " " 1 1/2 to 1 |
| 5. " " " 1 1/2 to 1 | 17. " " " 1 1/2 to 1 |
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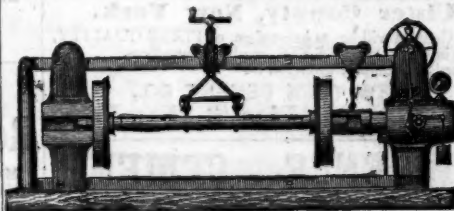
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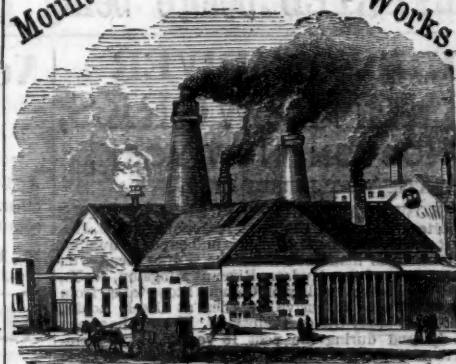
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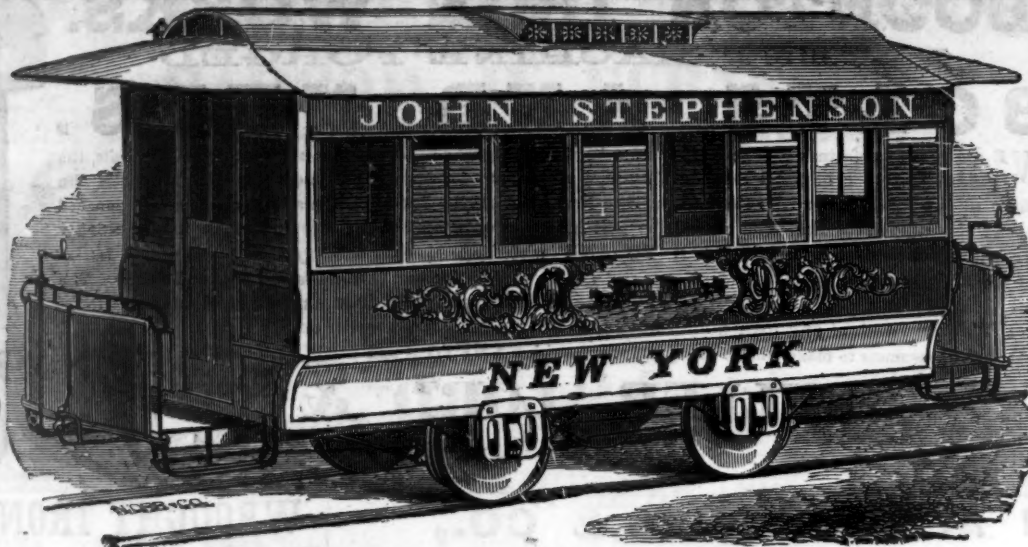
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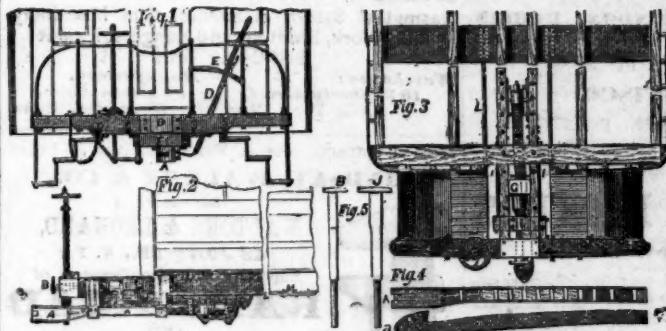
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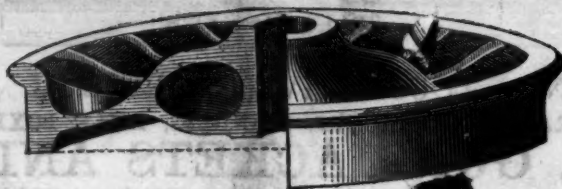
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